CYCLE NEWS®

WEST Volume XXII : Number 6 : February 20, 1985 $1.00

1985 Honda Racing Calendar Inside!

Riding the GSXR 750

Harley, Honda split Houston Camel Pro opener; Honda Machine tops Seattle Supercross doubleheader; Training with Brad Lackey; Anaheim SX amateurs; Golden State MX amateurs; AMA desert grand prix; local racing and more!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: John Ulrich rides the new GSXR750 Suzuki on the Ryuyo track in Japan. Riding impression begins on page 14. Photo by Masao Suzuki.

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voices

What works?

While rereading the report on the CMC Four-Stroke National at Carlsbad (*Cycle News*, January 9), I felt compelled to write a short letter of clarification. Contrary to what Carl Brown of Pro-Tec indicated, Ron Lechien's Honda was not a "works bike."

There was nothing on that motorcycle that couldn't be duplicated by anyone with the desire to do so. The frame is from C&J, with a White Power shock and an ATK system. The front forks are from Showa, but you can buy a damper rod and spring kit that fits into 84-85 CR fork legs and retails for about $300. The exact engine used in Lechien's bike is available for sale at $2300 per copy: contact Keith Reeves, Honda Racing Support Coordinator and order up (hurry — only 40 were produced, and most have been purchased).

The fuel tank is from a Yamaha, and the side panels are "works" — but I don't think they made the bike go any faster. A disc brake replaced the stock drum; such a swap is common, and plenty of off-the-shelf parts are available.

It sounds like sour grapes to me. Mr. Brown should be commended for supporting four-stroke racing, but should not cry foul for simply losing a race. Ron Lechien won that race — not the motorcycle. Money doesn't buy victories; racers earn them.

J.C. WATERHOUSE
Coordinator, MX Works Parts
Team Honda Racing
Gardena, CA

Las Vegas MX

The Las Vegas Motocross Park is a new facility located in the Las Vegas area of Nevada between Henderson and Boulder City on Highway 95. It has a large, flat area for pit parking, special separate jetting and staging areas, sophisticated underground speaker system, a 40-position backwards-falling starting gate with clock start, spectator seating, and special spectator viewing. The entire park is fenced, along with each individual area being fenced off with chain link to allow for excellent crowd control.

The park's first race was January 20, 1985 and will continue to contract race events throughout the year. We need your help and support to help us maintain and keep the sport of motocross as exciting and popular as possible. If you wish to find out more information on upcoming race events, please feel free to contact us at our office located in Henderson, Nevada, 702/565-6661 or write Las Vegas Motocross Park, 225 West Foster Ave., Henderson, NV 89015.

DONALD F. GILBERT JR.
Henderson, NV

Colorado speedway

We would like to pass along word to the promoters of speedway racing that we *do* have speedway riders here in Colorado — and good ones at that. If anyone is interested in organizing a speedway event, series, or exhibition, please contact us as soon as possible.

JACK and KEN PIEPER
2583 Meadowbrook Dr.
Denver, CO 80221
(303) 427-7343

Kyle Fleming memorial race

We would like to give newcomers to motocross some insight into our annual memorial race, which pays tribute to three mini-racers, Rick Hemme, Bruce Bunch, and Kyle Fleming. All three boys rode for the R&D Suzuki Team, placing in the top 10 of the National Minicycle Association. Each gained distinction in their classes and gave us an action packed week of racing at the 1982 NMA Ponca City Nationals. While on their way to the awards ceremonies that year, they lost their lives in an automobile accident.

Rick and Bruce were from California; Kyle was from Arizona. The memorial race originated in Phoenix, Arizona, Kyles' home track, to honor Kyle, Rick, and Bruce as the team they were.

Each year, over 60 sponsors participate, indicating how the motorcycle industry wants to share in this tribute. Top riders in the nation compete for a good pro-purse, mini-expert purse, lots of contingencies and super trophies.

Come join us the last of April for our third annual event. There will be a mixture of exciting racing, good times, and lots of relaxation as we keep alive the memory of three great boys, who loved the sport of motocross.

GAYE WINELAND
Phoenix, AZ

Enduro riders

The Cowbell Enduro has been cancelled due to alleged soil erosion problems at Lake Pillsbury, California, after 10 years of favorable environmental impact reports by the Forest Service. The Hayward Motorcycle Club has had to put up with harassment from the Forest Service, but still managed to put the event on year after year.

Now is the time for all enduro riders to return the favor for their years of hard work. The Forest Service last year spent over $160,000 of our green sticker money on the improvements to the Sunset Point and Poge Point campgrounds, yet the Forest Service has gone out of their way to see that this event was cancelled. The Forest Service wants the Hayward Motorcycle Club to hold the Cowbell at the Middle Creek area by Clear Lake, an area that already sponsors an enduro. They're making the first movement towards eventual closure of Lake Pillsbury to all motorcycle riders. The ridiculous thing about this is that the trails the Hayward Motorcycle Club uses for the Cowbell are in excellent condition before and after the event, while the Forest Service *maintained* trails are in terrible condition. The Hayward Motorcycle Club have offered time and again to maintain *all trails* in the Lake Pillsbury area, yet the Forest Service has refused them.

What can you do? I implore every enduro rider to write a letter in defense of the Cowbell to the Forest Service; please send three copies to the following addresses and people:

Mr. Zane G. Smith, Regional Forester, Mendocino National Forest, 630 Sansome Street, San Francisco, CA 94111.

Mr. Lyle Laberty, Forest Supervisor. U.S. Forest Service, 420 East Laurel Street, Willows, CA 95988.

Mr. Gil Easter, District Ranger, Upper Lake District, Middle Creek Road, P.O. Box 96, Upper Lake, CA 95485.

I urge each and every one of you to take the time to write a letter; it's the least you can do to assure we keep this place for all of us to use. Please keep the letters in a friendly, non-threatening format; we have enough problems with the Forest Service already.

ALAN SHEEHAN
Secretary
Los Altos Dirt Bikers
Redwood City, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Letters for publication must be typed and double-spaced; short, concise letters stand a better chance of being published; due to the volume of mail no letters can be returned or acknowledged. Send letters to Voices, P.O. Box 498, Long Beach, CA 90801.

PRODUCT EVALUATION

By John Ulrich

Manx rain boots

Manx boots are injection-molded PVC with lug soles, four layers of insulation and a synthetic fleece lining. The boots, say their importers, ensure that you'll never have cold or wet feet again, and they may have something there.

The pair we tried definitely are the best rain boots we've used. Being injection-molded, the boots are seamless and can't leak. They reach high enough up the leg that there's no problem with rainsuit legs creeping up over the top and admitting rain.

Best of all, these boots are not cheap or flimsy or poorly-made. They're hefty, oil and gasoline resistant, feel thick and warm, come with steel toes and instep reinforcing, and have a heavy-duty sole and heel. They also look presentable because they're molded with a leather-look surface complete with stitching. They retail for $42.50 and are available in full sizes seven through 12.

Manx boots are made by Zivanit Kibbutz Ein Zivan in Golan Heights, Israel and imported by IBCO International, 5446 Oceanus Dr., Huntington Beach, CA 92649, 714/895-1243. They're available through motorcycle dealers, who can get them from IBCO.

Carter Engine Knock Eliminator

Everybody has to get their racebikes to the track somehow, and if your transport vehicle is old enough to be designed for fuel with more than 88 octane, you've either got to put up with pinging or else pay for expensive tankfuls of "premium" gasoline. Which is where the Carter Engine Knock Eliminator comes in. It is an electronic device that retrofits to stock breaker-point or electronic ignitions and retards the ignition up to 15° when knock is detected. The system is triggered by a detonation sensor screwed into any vacant ⅜-16 threaded hole on a cylinder head (as found on smallblock Chevys) or mounted on a bracket fitted underneath an intake manifold bolt.

The Carter Engine Knock Eliminator we bought worked reasonably well for about 90 days, then failed. Unfortunately, the device comes with a 30-day warranty. It's available for about $70 from retailers or direct from Ammec, Inc., P.O. Box 15178, St. Louis, MO 63110, 800/325-6262 or 314/534-0874.

KERKER WEST COAST SUPER BIKE SERIES

AFM 750cc SUPER BIKE RACER FOR 1985 SERIES

Budweiser

REWARD $12,000

AFM, the Club of Champions. You just never know how far you'll go in the world of racing.

Here's a couple of good reasons to be racing the Kerker Super Bike Series:

1. $6000 purse fund. $1,000 will be paid at six events. 1ST PLACE, $450; SECOND PLACE, $250; THIRD PLACE, $150; FOURTH PLACE, $100; and FIFTH PLACE $50. THE REMAINING TWO EVENTS OF THE EIGHT-RACE SERIES WILL BE DOUBLE POINTS.

2. $6,000 WILL BE PAID OUT TO THE TOP TEN POINTS LEADERS AT THE END OF THE KERKER WEST COAST SERIES.

KERKER
SHOEI
LOCKHART COMPETITION SERIES
ND SPARK PLUGS

Road racers. Here's how to sign up. Send $[illegible].00 to AFM and $105.00 to Kerker, 7900 Deering Ave., Canoga Park, California 91304. You will receive your 1985 AFM Competitor's License, plus a Kerker Exhaust System*.
To be eligible for the $12,000 purse and Pints Fund you must use a Kerker exhaust system on your 750cc Super Bike.

* Your choice of a Kerker exhaust from their 1985 catalog. Honda RS750cc Interceptor Super Bike Engines and FZ750 Yamaha exhaust systems will be included.

WILLOW SPRINGS INTERNATIONAL RACEWAY KERKER SUPER BIKE SERIES SCHEDULE

Round 1	Shoei	March 24, 1985
Round 2	Lockhart	April 14, 1985
Round 3	ND Spark Plugs	May 26, 1985
Round 4	Kerker	June 30, 1985
Round 5	Budweiser	July 28, 1985
Round 6	S&W Shocks	August 18, 1985
Round 7	TBA	September 22, 1985
Round 8	TBA	October 20, 1985

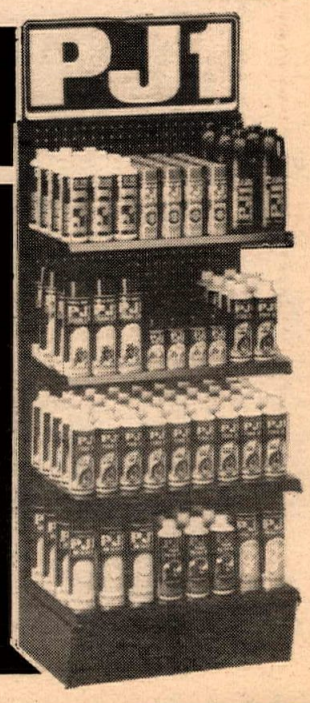
1985

Let's go AFM Racing for further information, call (213) 864-0704 or (714) 682-9649.

Featuring EDDIE LAWSON, 1984 500cc World Champion

PJ1 OIL Pit Board

Broc Glover Wins Anaheim Stadium Supercross with PJ1 Oil



Look for PJ1, it is the sign of the world's finest oils and lubes. All PJ1 products are race tested and proven on the world's most demanding Grand Prix and Motocross tracks.

Before the RZ350 standards, it had

California has the toughest emissions standards of any state in the country.

Kenny Roberts has the toughest performance standards of any rider in the world.

You're looking at the motorcycle that passed both sets of criteria. The Yamaha RZ350.

It's now available for the first time in the California Yamaha dealerships you

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Granada Yamaha
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La Habra
La Habra Yamaha
221 E. Whittier Blvd.
(213) 694-1956

Lemon Grove
Yamaha Suzuki Lemon Grove
7345 Broadway
(619) 465-5023

Berkeley
Berkeley Yamaha
1548 University Ave.
(415) 848-2309

Concord
Concord Yamaha
1891 Market St.
(415) 798-2580

Covina
Yamaha of Covina
1011 W. San Bernardino Rd.
(818) 332-6249

Fresno
Fresno Yamaha Inc.
6220 N. Blackstone Ave.
(209) 431-3485

Hayward
Hayward Yamaha/Suzuki
27185 Mission Blvd.
(415) 537-7014

Laguna Niguel
Mission Yamaha
27622 Camino Capistrano
(714) 831-0351

Lomita
T & O Cycle Dynamics
24020 Narbonne Ave.
(213) 534-2311

Burbank
Burbank Yamaha
1801 W. Burbank Blvd.
(818) 845-8730

Corona
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Fairfield
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19721 Beach Blvd.
(714) 549-9086

Lancaster
Lancaster Yamaha
4531 23rd St. W.
(805) 945-5994

Long Beach
Long Beach Yamaha
4001 E. Anaheim St.
(213) 498-6578

Canoga Park
Int'l Motorcycle Inc.
7233 Canoga Ave.
(818) 346-3700

Costa Mesa
Champion Honda Yamaha
1590 Newport Blvd.
(714) 642-4343

Fontana
John Burr Cycles Inc.
9008 Sierra Ave.
(714) 823-1338

Goleta
Yamaha of Goleta
340 Pine Ave.
(805) 964-7714

Inglewood
Bill Krause Sportcycles
1257 S. La Brea
(213) 671-0406

Lawndale
Harry D. Foster MC
16704 Hawthorne Blvd.
(213) 370-5651

Los Angeles
Hollywood Kawasaki-Yamaha
1339 N. Highland Ave.
(213) 466-8451

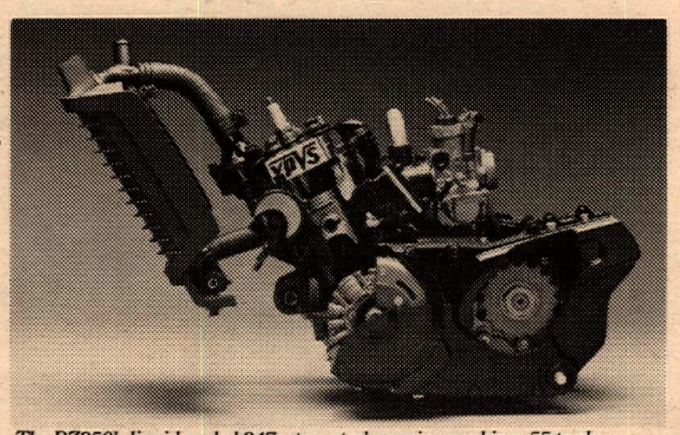
passed California's to pass his.

see listed here. The powers-that-be have decided it's clean enough for the Golden State.

But best of all, Kenny Roberts has given it a clean bill of health, as well. Which says a lot about this motorcycle.

Because Kenny spent most of his career winning races aboard lightweight Yamaha two-strokes like the RZ350.

You'll understand why the first time you take it through a typical California canyon.



The RZ350's liquid-cooled 347cc two-stroke engine combines 55 peak horsepower with a broad, easy-to-find powerband thanks to our exclusive Yamaha Power Valve System (YPVS).

At 328 pounds, tossing the RZ350 back and forth through S-turns is as easy as A-B-C. And with 55 horses packed into the liquid-cooled engine, you can launch yourself out of corners just as impressively. Without the powerlag associated with the two-strokes of yore.

And without the razor-thin powerband of old two-strokes. Because the RZ350's Yamaha Power Valve System (YPVS) uses a microprocessor to vary the exhaust port opening according to engine rpm. Which means you won't bog the engine while you're poking around through traffic.

Of course, we don't recommend you run down to your Yamaha dealer and buy it for *that* kind of riding.

The State of California won't mind. But it would break Kenny's heart.

YAMAHA

Built for the fun of it.™

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San Diego Yamaha & ATV
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(619) 284-0411

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San Francisco Yamaha
799 Van Ness Blvd.
(415) 441-4465

San Jose
Kenny Roberts Yamaha Country
776 N. 13th St.
(408) 287-2946

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Yamaha of San Jose
5440 Thornwood Drive
(408) 221-5900

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1357 Monterey St.
(805) 543-6723

San Mateo
Yamaha of San Mateo
521 East 5th
(415) 348-7100

Santa Rosa
Santa Rosa Kawasaki Yamaha
415 Davis St.
(707) 546-3903

Seaside
Yamaha Suzuki Sports Ctr.
1580 Del Monte
(408) 899-2401

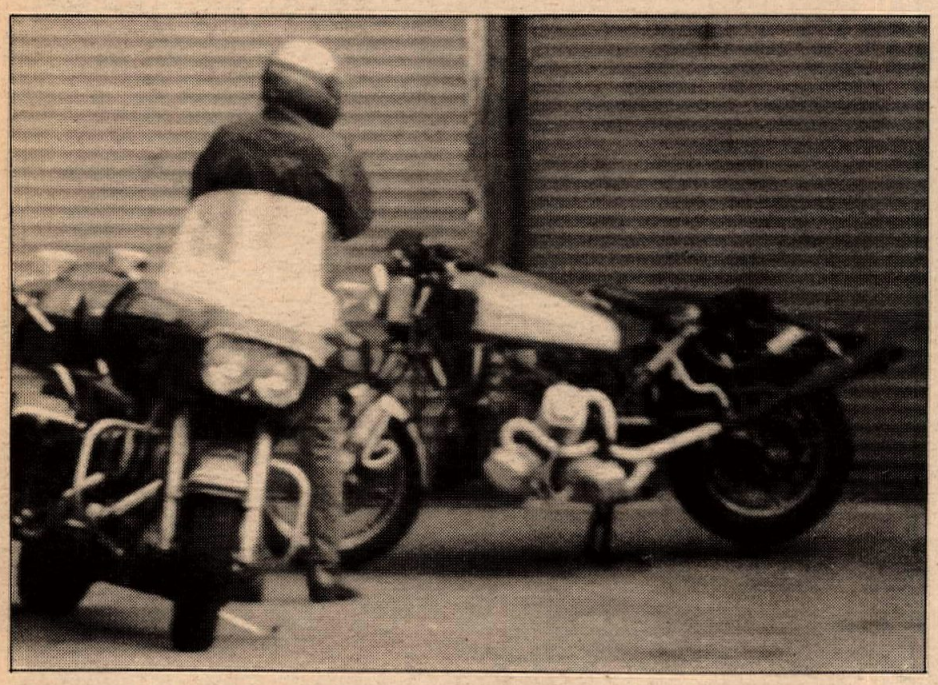
Simi Valley
Simi Valley Cycles
2902 Los Angeles Ave.
(805) 522-3436

Twentynine Palms
Yamaha of 29 Palms
6244 Adobe Rd.
(619) 367-2294

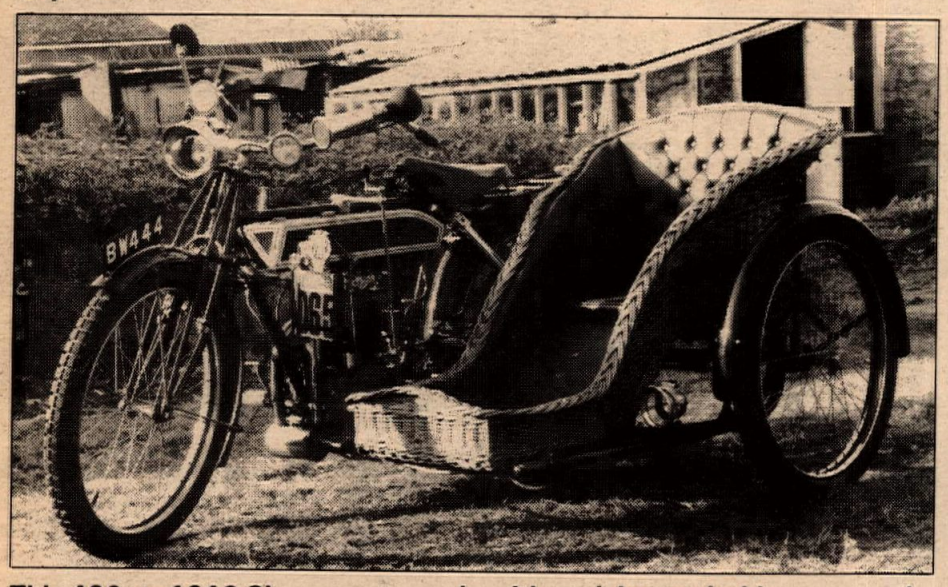
Van Nuys
Van Nuys Cycle
7630 Van Nuys Blvd.
(818) 989-2230

Ventura
Kawasaki-Yamaha of Ventura
3029 E. Main St.
(805) 653-5884

The Latest POOP BY PAPA WEALEY



What is it? Good question, that. This recent spy photo shows a strange-looking machine parked in the company of two Harley-Davidsons. We'll pay a modest reward for technical specifications, identification and an explanation of how it works.



This 490cc, 1910 Singer motorcycle with a wickerwork sidecar recently sold for $8,400 in a Phillips of London auction held in London, England. The combination was sold with a spare engine and a 1902 copy of the Auto Cycle Journal with details of a similar machine. The machine was included in a collection of 37 veteran motorcycles and hundreds of rare spare parts owned by the late Bill Fruin, who died last year; the machines and parts were ordered sold by his estate.

MacLean Racing was scheduled to test a pair of RS250R Hondas at Willow Springs Raceway on February 12, with Wayne Rainey and Joey Sommers riding. Planned for the test sessions were tryouts of 18, 17 and 16-inch front wheels and tires. The standard, for-sale 1985 RS250R comes with an 18-inch front wheel.

Public relations representatives from Honda, Yamaha, Suzuki, Kawasaki and BMW recently met with the Motorcycle Safety Foundation (MSF) to discuss ways to further exposure of MSF safety programs. Interested dealers, beginners and experienced riders are invited to participate, and information can be had from the MSF at: 800/447-4700.

Starting April 5, CMC night motocross returns to Ascot Park, Gardena, California and will be racing Fridays instead of Wednesdays.

The Motorcycle Safety Foundation (MSF) will be sponsoring a motorcycle awareness program in eight midwestern states during the month of May. Entitled "Motorcycle Awareness and You," the promotion is geared to make auto drivers aware of the two-wheeled world. A calendar of specific events is available from MSF, Box 5044, Costa Mesa, CA 92628.

The *Cycle News* correspondent payment department will gladly forward checks to Al Lyons, Scott Taggart and Beverly Carrizales upon receipt of their current addresses.

The Sidewinder Challenge Contingency Program has been established by Krause Racing for the 1985 AMA Amateur National MX Series. The program totals $21,000; awards will be presented beginning with qualifying rounds in June with the largest awards given at the AMA Amateur National MX Finals at Loretta Lynn's Dude Ranch in August. Class winners from 80cc to Open are eligible for the program. For more information, call Krause Racing, Sidewinder Challenge Contingency Program, 312/543-6696.

Corona Raceway will cease operations sometime during May, 1985 — closing permanently to make way for residential housing. Plans are to continue events for motorcycles, three-wheelers and Odysseys up until the time of closure. This marks the end of 15 years of competition at Corona —a track that has seen the beginnings of many racing careers. Track owner Thomas Lapair is currently looking for a new track location.

Charleen Ho was recently honored at an AMA District 37 awards banquet held in Studio City, California. Presented with the second-place trophy in Women's motocross, Ho was also cited for her efforts in organizing the banquet. The general AMA D-37 membership also gave her a Number One award for her dedication in promoting the sport.

The radio program "Motorcycle World with Larry Huffman," broadcast Sunday evenings on Orange County, California station KWVE (FM 107.9) will expand to a full two-hour broadcast beginning 8:30 p.m. on February 17. First guest for the expanded-format program will be 500cc road racing World Champion Eddie Lawson.

The six-round Hi-Point/Golden State Enduro Series will run in California from February 17 through November 3. Classes are for Overall (AA+A), 250cc A, 200cc A, Vet A (30-39), and Senior A (40+). Awards will be presented to the top three in each class. Check the calendar section for dates and locations.

The Specialty Vehicle Institute of America (SVIA) still has openings in their free rider skills course, set for March 2, 1985. Beginning riders can learn to ride in the six-hour course, on ATVs provided by the SVIA. Contact the SVIA at 714/241-9256.

The Motor Sports Video News Service has announced plans to uplink satellite transmissions of the four High Desert Racing Association events, and the four SCORE International events that will determine the 1985 champion for each class of competition. For those equipped for satellite reception, the transmissions can be received from Telstar 302 at 1:30 p.m. (EST) on the Monday following each race weekend. Tune to transponder 11V, Channel 21, and Downlink frequency 4120 MHZ.

The BLM's Bakersfield District Advisory Council recently toured the Clear Creek ORV recreation area near King City, California. The council will soon help schedule an activity plan for Clear Creek, and the excursion gave council members a "first-hand look at the off-highway vehicles that frequent the area."

Scott Gray of northern California's Healdsburg Cycles set a new Open Stock Production lap record at Willow Springs Raceway on February 3, during an ARRA road race. Gray turned a lap at 1 minute, 35.72 seconds on his Yamaha FJ1100.

Kawasaki's factory in Lincoln, Nebraska built 37,000 three-wheelers in 1984, compared to 25,000 motorcycles and 18,000 Jet Skis.

Worldwide sales of the Kawasaki Ninja GPZ900R have topped 14,000 since its introduction, making it the fastest-selling Kawasaki ever.

Suzuki and Yamaha both increased production in 1984, while Honda and Kawasaki reduced production compared to 1983 figures. Suzuki's production increased 82% and Yamaha's production increased 67%. Honda reduced production 4% and Kawasaki reduced production 8%.

Comparing figures from May 1984 and May 1983, Japanese motorcycle exports were up 21%; 273,513 machines were exported from Japan in May 1984.

Cars accounted for 62% of Honda's worldwide sales in 1984, in terms of cash value. Motorcycles accounted for 25% of domestic (Japan) sales and 20% of export sales for the company.

Englishman Dave Watson, who will be riding with support from Kawasaki in 1985, has been moved to the 500cc MX GPs instead of the previously announced 250cc class. He joins Georges Jobe, Laurence Spence and Jeremy Whatley in the Kawasaki 500cc GP effort.

Dick Mann was voted Grand Marshall for the Houston Astrodome TT and Short Track races held February 8-9. Mann earned the most votes from *Cycle News* readers of the 17 former (and present) Grand National Champions; all 17 were in attendance at one time or another over the course of the weekend.

A computerized registration and scoring system will be used at all AAMRR road races this season. The system was designed and developed by Donna Rotman under the auspices of the AAMRR.

How things change: The following are highlights of the "special rules" for the 1968 Daytona road races. Rule 2 — "Leathers must be zipped or bottoned and shirt tails tucked in pants. Riders with open shirts or jackets and flopping shirt tails will be flagged into pits." Rule 5 — "All riders MUST wear a racing vest (other than black) over his leathers . . . Black leathers . . . will not be permitted." Rule 6 — "Bearded riders will not be permitted to compete." Rule 17 —

"Official gasoline 'Pure Oil' is furnished and must be used."

The American All-Terrain Vehicle Association (AATVA) has reformed under the name of the California All Terrain Vehicle Association (CATVA). The association's purpose is to represent the needs of ATV enthusiasts in the coming legal battles over land use, as well as sponsoring desert races, hill climbs and sand drag events. Membership is $30 per year. Contact: CATVA, 3550 Foothill Blvd., Glendale, CA 91214.

Desert racer Chris Crandall, not AMA official Ron Crandall, should have been headlined in last week's Hi-Point Racing Products advertisement. Chris Crandall won the Whiskey Pete's World Championship Hare and Hound in Hi-Point boots which are now available in white, red, blue and black.

AMA District-36 held their awards banquet for the 1984 racing season on Janary 12. Topping the awards ceremony were Jeff Irwin for Enduro, and Aaron Hill for short track. The dreaded DNF trophy went to Matt Cullins for his stunning performance at the Cycle Gear Hare Scrambles.

Bell Helmets, for the eighth year, will be involved in sponsorship of the Superbike races at Daytona and Laguna Seca. Due to the change in format at Daytona with the Superbike race now the Daytona 200, the Bell Superbike Bonus will be added to the race purse. Following the July 13 Bell Superbike Classic at Laguna Seca, Bell will award the Manufacturer's Perpetual Trophy to the motorcycle manufacturer who accumulates the most points in the two races based on AMA Grand National Championship point scoring.

Champagne Travel is offering group-tour packages to the Motocross des Nations in Germany, and the International Six Days Enduro in Spain. The two tours will allow ample time for sightseeing, and include airfare, accommodations, rental cars, and more. The Motocross des Nations Tour runs from August 31 through September 9, and the ISDE tour runs September 19 through October 7. For information and prices of the tours, contact: Champagne Travel, P.O. Box 67, Amherst, OH 44001. 216/282-7075.

All AMA District 37 Enduros now features a new class: 30+ Vets. All displacements race in the same class. For information contact Art Moore, (805) 492-3595.

A Huntington Beach, California, motorcyclist recently accepted a $400,000 out-of-court settlement for injuries sustained in a July, 1981 tangle with an auto. Kenneth Anderson, 20, decided to settle his case when lawyers for the defense were allowed to claim that he was partly at fault for his injuries because he was not wearing a helmet. If the case had gone to trial, it would have marked the first time such a defense argument was used in a California court.

The AMA District-36 Shasta Dam Grand Prix Hare Scrambles are scheduled to be run April 14, with classes for 86-125cc, 126-200cc, 201-250cc, 251-Open, Senior 35-44, Super Senior 45+ and Four Stroke. Prizes include a 100-oz. silver bar for the overall winner. Contact V-R Racing, 811 Northridge Dr., Redding, CA 96001. 916/243-4277.

WERA has announced that the 1985 Grand National Final will be run on November 7 at Road Atlanta — a date that returns the event to its traditional second-weekend-of-November timing. Round 13 of the National Endurance Series is also set for Road Atlanta, on November 9. Other WERA Road Atlanta dates for 1985 are: June 1-2 National Sprint Races, and August 17 for round eight of the National Endurance Series. For more information contact WERA, Drawer H, Bluffton, SC 29910. 803/784-3105.

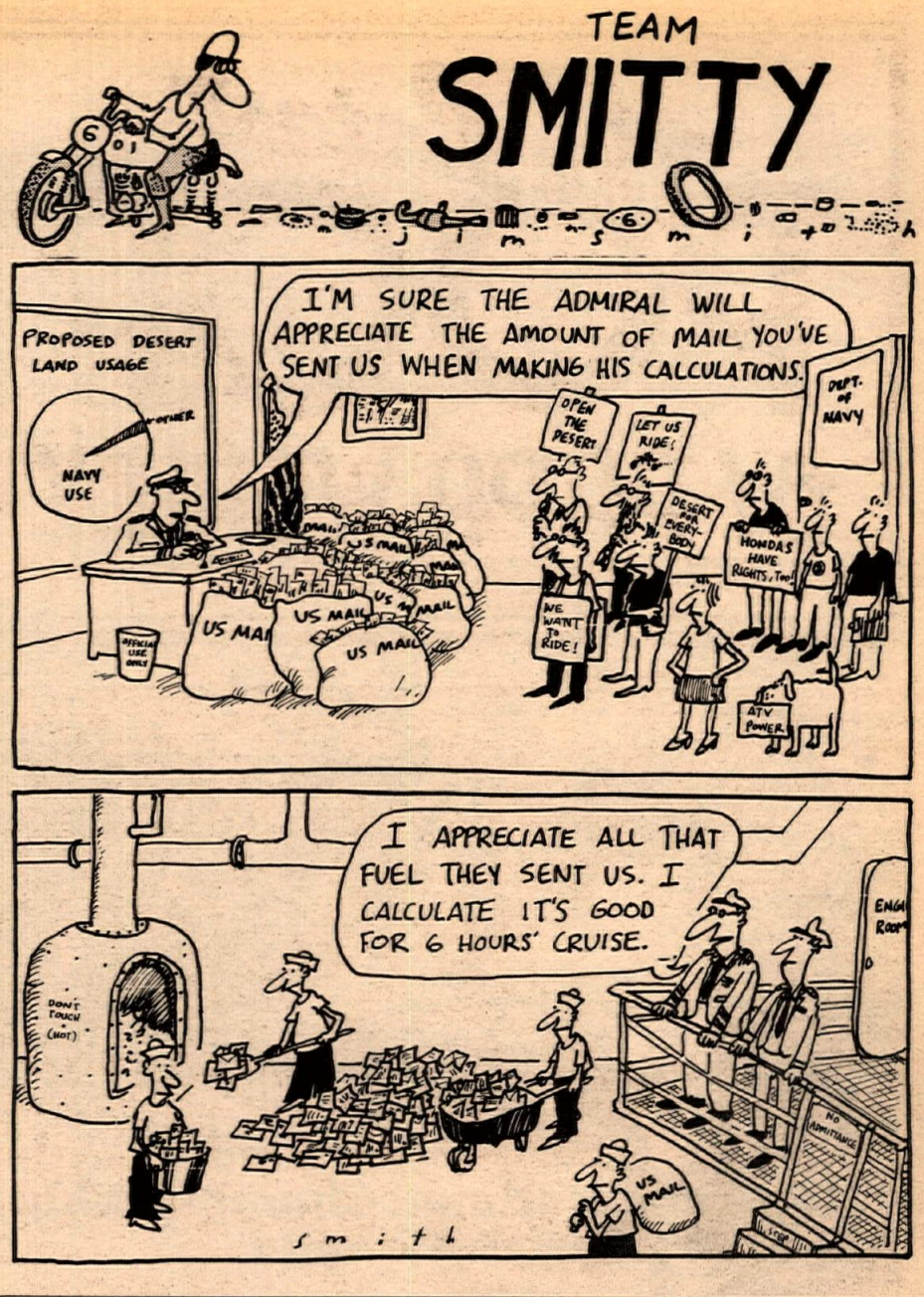
Sears Point Raceway is getting a facelift, with a complete repaving of the 2.52-mile circuit scheduled to be completed by February 18th. Also under construction at the track is a new 34,500 square foot garage and shop complex located in the paddock area.

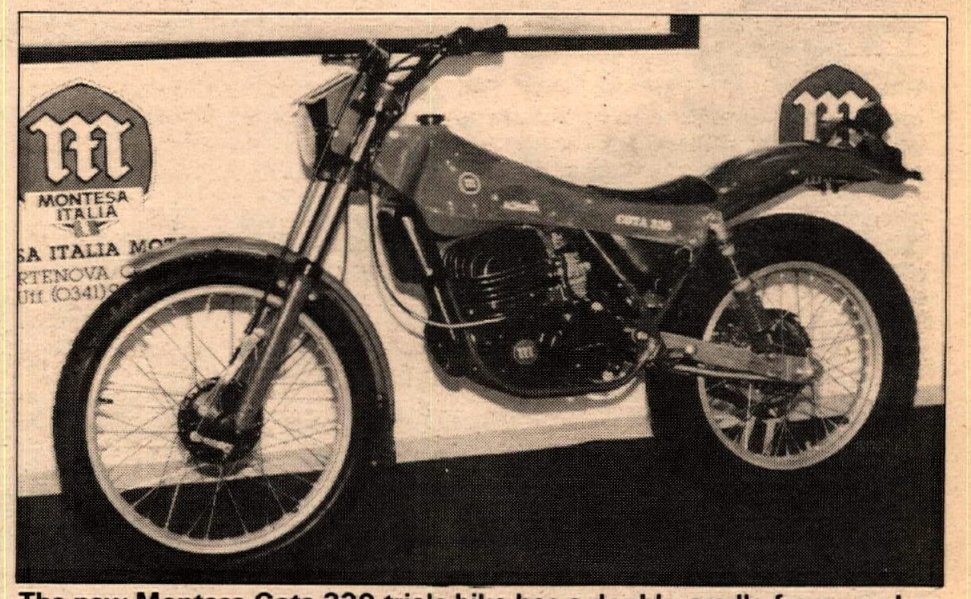
Ferry transportation for the Isle of Man TT races is now routed from the Lancashire port of Heysham, England, replacing the previous routing from Liverpool. There will be extra sailings at TT time, possibly reducing the usual six-hour wait for a ferry. Reservations are recommended, and up-to-date information is available from the Isle of Man Steam Packet Co. Ltd., Sea Terminal, Heysham, LA3-2XF England.

Herndon Corporation, the U.S. distributors of Moto Morini, is offering a 16 day tour of Italy, Austria, Germany and Switzerland in conjunction with the purchase of a 1985 (U.S. specification) Morini 501 Camel or Morini 350K2 to be picked up at the factory in Bologna, Italy. The tentative price is $4,500 including airfare, lodging, meals and shipment of the bike back to the U.S. For more info call 215/562-3155.

Austrian Kurt Mahr has signed with Husqvarna to ride works bikes in the 250cc MX GPs. Mahr will team with Swede Anders Eriksson.

ABATE of Florida will be sponsoring Speed Week camping facilities across from the New Smyrna Speedway, about 15 miles south of Daytona, opening on March 4 and closing March 10. Running water and toilets are provided, but you're on your own for showers. The campground will be on State Road 44, between I-4 and I-95. •





The new Montesa Cota 330 trials bike has a double-cradle frame and an aluminum alloy swingarm, leading-axle forks and Betor gas shocks, Akront aluminum alloy rims and Michelin tires. The new engine is lighter and narrower than the 350 engine it replaces and features primary kick-starting, a works replica exhaust with a unique expansion box, and lighter flywheels than the 350. The fenders are plastic, and the seat and tank pivot upward for easy maintenance. More information is available from Cosmopolitan Motors at 215/672-9100.

MOTORCYCLE INDUSTRY CHANGES

Born Michelle Astrid Cox, February 2, to Buddy Cox of Yamaha Parts Distrubutors Inc. Parts Marketing and wife Deanna, in southern California.

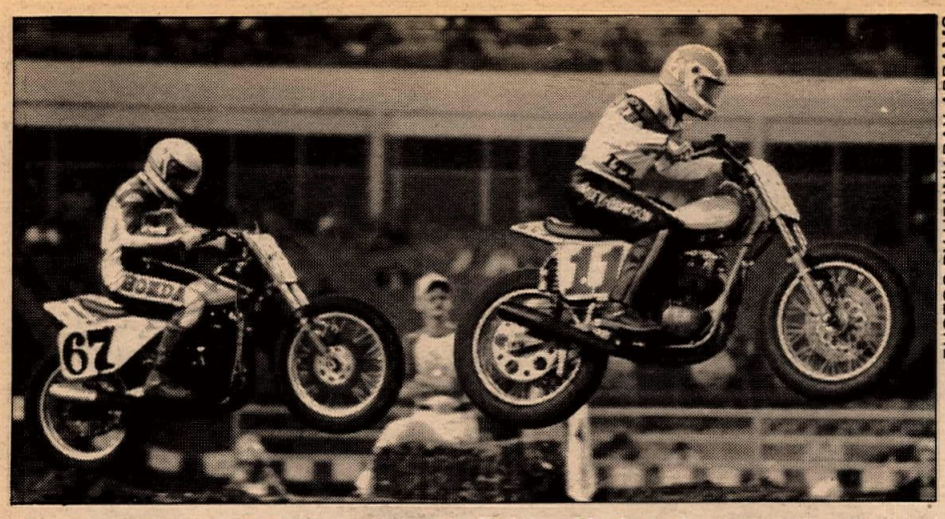
Married ISDE Enduro rider Jeff Fredette, to Patty Mulkey on the island of Oahu, Hawaii, on February 5, 1985.

Moved Dynojet Research, manufacturer of carburetor re-jetting and modification kits, from Wasau, Wisconsin to 1630 Foothill Dr., Boulder City, NV 89005, 702/294-1524.

Sold Franchises for seven Vance & Hines High Performance Centers, retail accessory and service shops, all located in southern California with 20 applications still pending; each franchise selling for $50,000 plus 5% of gross with all prospective mechanics required to attend a four-week Vance & Hines service school supervised by famed super-tuner Byron Hines.

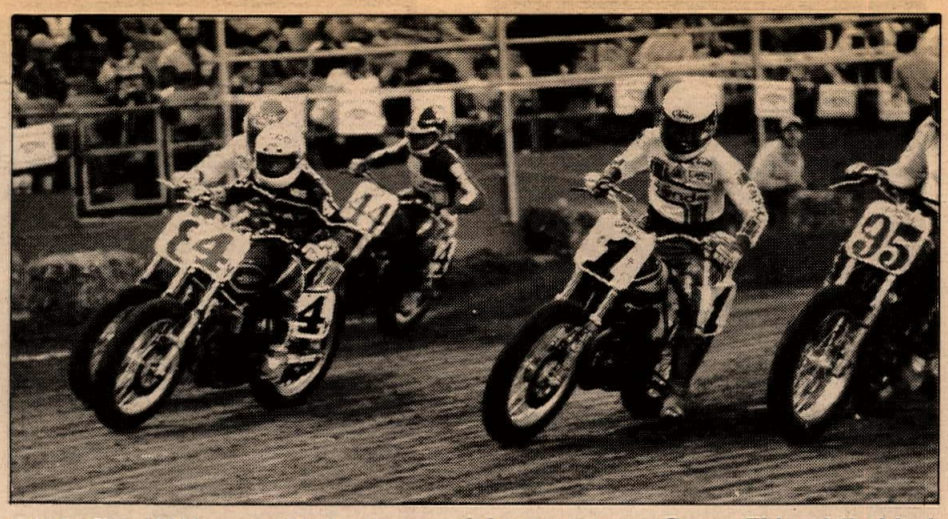
Named Exclusive distributor for Frank Thomas boots in California and Nevada, Interlink Motorcycle Distributors of Rancho Cordova, CA. Interlink will handle the complete range of racing, touring, street and dirt boots in both mens' and ladies' sizes.

Wadded Three 1986 Suzuki GSXR750s at the worldwide press introduction in Hamamatsu, Japan on February 2-3; American Ken Frankel, who lives in Japan and writes for the Japanese magazine The Bike, crashed one; the other two were crashed by Italian and Belgian journalists. •



PHOTOS BY HENNY RAY ABRAMS

(Above) Winner Scott Parker leads Bubba Shobert in the main. (Below) Shobert and Parker trail second-place finisher Scott Pearson.



Chris Carr (4Y) gets the jump on a false start over Steve Eklund (behind Carr), Ricky Graham, Scott Pearson and Alex Jorgensen (44) in the main.

AMA Grand National Championship/ Camel Pro Series: Round 1

Parker tops Pearson in Houston TT duel

By Gary Van Voorhis

HOUSTON, TX, FEB. 8

Scott Parker, in a no-mistakes ride, passed race leader Scott Pearson on the 20th of 25 laps and then held off Pearson's repeated challenges for the lead to win the Houston TT National. Steve Eklund, playing a waiting role in third for most of the race, found he waited too long and had to be content with third place money at the finish. For Harley-Davidson's Parker, the win marked his first in a TT National.

The running of the National was marred by an accident on the first lap of the first restart which sent Camel Pro Series Champion and defending race winner Ricky Graham to the hospital with battered ribs, a broken thumb, a slight concussion and a compressed vertebra. Graham had also been the cause of an accident which brought out the red flag on the initial start.

Time trials

Goss, sporting his new Honda and the leathers of Freddie Spencer Racing, tripped the timing clocks at 28.059 seconds to lead all qualifiers. Jimmy Filice, on the Happy Trails Racing Honda, clocked a 28.196 lap for second with Honda's Bubba Shobert and Ricky Graham plus Steve Monger rounding out the top five. Mike Farley, at 29.273, was the 48th and final qualifier for the program.

Heats

Randy Goss was the crowd favorite in the first of the four heats which transfer the top three finishers to the National. His visions of a place in the National came to an abrupt end in a turn one crash. Goss was up quickly and frantic work was done on his bike, but in the end he had to watch Ronnie Jones, in a start-to-finish ride out front, take the win on his GF Racing Honda. Rookie Expert Chris Carr put his Ron Wood Racing Wood-Rotax in contention early, but couldn't find room for a pass around Jones and finished second. Keith Day, on the Don's Plumbing Honda, was a steady third throughout.

Pearson moved his Circle Bell-sponsored Honda out front on the start of heat two and was never headed. Eklund, a three-time TT National winner at Houston, kept his Ron Wood Racing Wood-Rotax close for the entire 10 laps of the heat, but Pearson kept the upper hand. Alex Jorgensen rode to a lonely third place finish on his Pioneer Truck Lines Wood-Rotax while a five-rider battle raged behind, eventually being topped by Filice.

The third heat saw a good battle between Shobert and Terry Poovey, on the Gardner Racing Honda. The fight for the win went right to the flag, but Shobert was in command the entire time. Charlie Orr and Rich Arnaiz had a hot duel for third and ended up crashing together on lap three with both going down and Parker scooting through. Parker finished a distant third behind Shobert and Poovey.

Mickey Fay put his Burien Honda into the lead on the start of heat four with Graham and Scott Adams close behind. On lap four, Graham put his front wheel inside of Fay's as the two entered the infield and inched ahead as they flew over the jump. Fay stayed close for two laps until Graham began to move away. Adams and his A.B.A. Recovery Harley-Davidson watched the action from a safe third behind Fay.

Semis

Mike Sullivan's run out front in the first semi lasted three laps. Heading into the infield on lap four, Doug Chandler, on the Freddie Spencer Racing Honda nipped by with Sullivan going wide and Ted Boody slipping by also. Only one rider would transfer from each of the two semis and in this race that was Chandler. Boody chased Chandler in vain while in turn being stalked by Jay Springsteen. The positions remained the same to the flag.

The racing got more spirited in semi two with Belleville Honda's Tim Mertens and Randy Green, on the Bel-Ray Honda, dicing for the lead a good deal of the time. Green held the upper hand through the first six laps with Mertens taking over the lead entering the infield on lap seven. Green waited until near the end of the final lap before making his move. Green almost got the drive he needed exiting the infield, but then apparently missed a shift causing him to lose second to Dan Bennett.

Last Chance Qualifier

Boody held the lead in the LCQ for three laps until he ran off the track entering the infield and dropped to last by the time he got back on the track. Green quickly grabbed the lead, only to lose it to Springsteen. Green grabbed it back with less than two laps to go and held off Springsteen for the win and the final spot in the National.

Junior National Championship

Winkie Freitas wasted little time in building a commanding lead in the 12-lap Junior National on his Blendzall-backed Wood-Rotax. He left the starting line like he was shot from a cannon and never looked back, lapping a slower rider near the end of the race.

Honda rider Keith Gregoire and Can-Am rider Randy Roose battled throughout the race for second with the nod going to Gregoire.

National

A good deal of walking and inspecting the track went on prior to the National especially by Parker and tuners Al Stangler and Tex Peel.

"It's a crap shoot here at Houston," said Peel. "You have to know the odds and how to play them. We spent about 20 minutes looking at the track and feel the key will be riding the low line in turns one and two. Even though Scott doesn't really like to ride there, that's what he's going to do unless he gets a signal to move up."

Pearson, always a good starter, was the first rider away from the 6-6-3 grid and led the pack into the infield. Heading for the tight right-hander after the jump, Graham slid down with Shobert, Fay and Poovey also involved. The red flag came out to stop the race. Frantic work on both Shobert's and Graham's bikes ensued with everyone making the restart.

Pearson again led the field into the infield and this time Graham got tapped going over the jump and crashed hard, resulting in an ambulance ride to the hospital.

"I'll see if I can make it three good starts in a row," said Pearson as he sat on the starting line waiting. Pearson was good to his word and had Shobert, Eklund, Jones, Carr (the only rookie in the field), Fay, Chandler, Parker and the rest following.

The race quickly settled into a three-rider battle among Pearson, Shobert and Eklund with the three swapping the lead at various points on the track although Pearson was holding the lead where it counted. Parker, cutting through traffic, moved into fourth on lap six and then made the battle for the front spot into a four contender one. Jones then joined the fray to make it five in the lead pack.

The five continued their wheel-to-wheel duel through lap nine when Jones slipped back a bit and Parker also lost contact after clipping the haybales at the start/finish line after a move exiting the infield sent him on a wider line than planned.

"I didn't let the problem of hitting the bales bother me," Parker said later. "I knew if I kept up my rhythm and stuck to my strategy that I could catch back up."

While Shobert and Eklund were banging on each other for second, Parker was moving quickly back into a challenging position. Pearson, riding smoothly out front, was well aware of what was going on behind him.

"The closer they got, the louder the

Mickey Fay (13), Alex Jorgensen (44) and Doug Chandler fly off Houston's TT jump.

noise behind me was," said Pearson. "I always knew they were right there just waiting for me to make a mistake."

Right after the halfway flags, both Pearson and Parker got a break. Parker was running second after dropping first Eklund and then Shobert back one position each. Shobert, in an effort to get around Parker, charged off the jump and headed into the tight right-hander with too much speed. The result was that he rammed into Parker. Shobert went down, Parker went wide to regain control and Pearson opened up some breathing room. Shobert resumed his race well in the back of the pack. On Shobert's accident, Eklund moved back to third with Jones fourth ahead of a Chandler/Fay duel for fifth with Carr leading a seven-rider column.

Pearson's outside line up in the cushion at the top of the track began to lose him ground as Parker began to gobble up ground with the laps winding down. Eklund was also on the move, but his strategy of waiting until the late laps of the race when he hoped the others would be tired backfired because he got tired himself and couldn't mount the challenge he wanted.

On lap 20, Parker moved into the lead off turn two, held off Pearson as he entered the infield and by the time he reached the start/finish line had picked up about five bikelengths. Pearson tried in vain to find an opening to regain the lead, but after nearly hitting Parker entering the infield on the next two laps he backed off to try another tactic which proved just as frustrating.

Parker took the checkered flag standing up on his footpegs and waving both arms in the air in jubilation. Parker slowed in his victory celebration and both Pearson and Eklund were very close at the line. Parker continued around the track hollering and waving as the crowd acknowledged his victory. He continued the show for another lap, this time with the checkered flag.

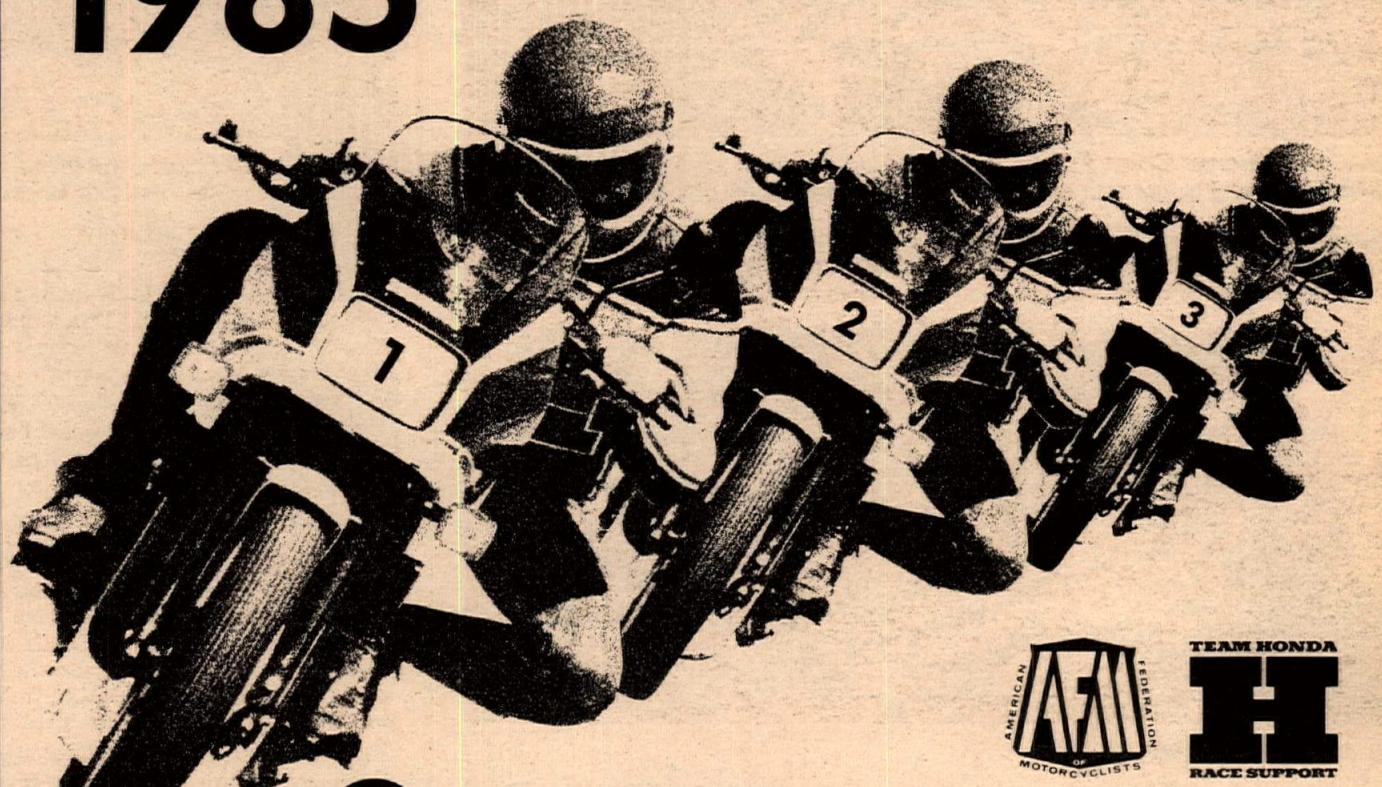
"Persistence, that's what won the race," said Parker. "Al and Tex told me what to do and even though I wanted to move up top a couple of times I stayed low and that's what won. I'm sorry Bubba crashed, but that's racing luck. I almost went down when he hit me. Hey, this is my first TT National win and I'm leading the point standings as well, what more can you ask for to start the season?" •

Results

25-LAP NATIONAL: 1. Scott Parker (H-D); 2. Scott Pearson (Hon); 3. Steve Eklund (W-R); 4. Ronnie Jones (Hon); 5. Doug Chandler (Hon); 6. Mickey Fay (Hon); 7. Alex Jorgensen (W-R); 8. Bubba Shobert (Hon); 9. Chris Carr (W-R); 10. Terry Poovey (H-D); 11. Keith Day (Hon); 12. Scott Adams (H-D); 13. Tim Mertens (Hon); 14. Randy Green (Hon); 15. Ricky Graham (Hon).
Time: 12 min., 2.433 secs.

12-LAP JUNIOR NATIONAL: 1. Winkie Freitas (W-R); 2. Keith Gregoire (Hon); 3. Randy Roose (C-A); 4. Rusty Rogers (H-D); 5. Frank Garcia (Hon); 6. Curtis Cannon (Yam); 7. Ted Taylor (W-R); 8. Tim Stults (Hon); 9. Tim Skov (W-R); 10. Kent Jessen (W-R); 11. Aaron Hill (W-R); 12. Adam Sabedra (Hon).

HONDA 500cc INTERCEPTOR BOX STOCK 1985 ROAD RACE SERIES



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2 Honda $8,000 Purse Fund
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3 Honda $7,500 Points Fund
The top seven series points leaders will split a $7,500 points fund at the end of the Honda 500cc Interceptor Series.

Willow Springs International Raceway
Honda 500cc Interceptor Series

Round 1	March 24, 1985
Round 2	April 14, 1985
Round 3	May 26, 1985
Round 4	June 30, 1985
Round 5	July 28, 1985
Round 6	August 18, 1985
Round 7	September 22, 1985
Round 8	October 20, 1985

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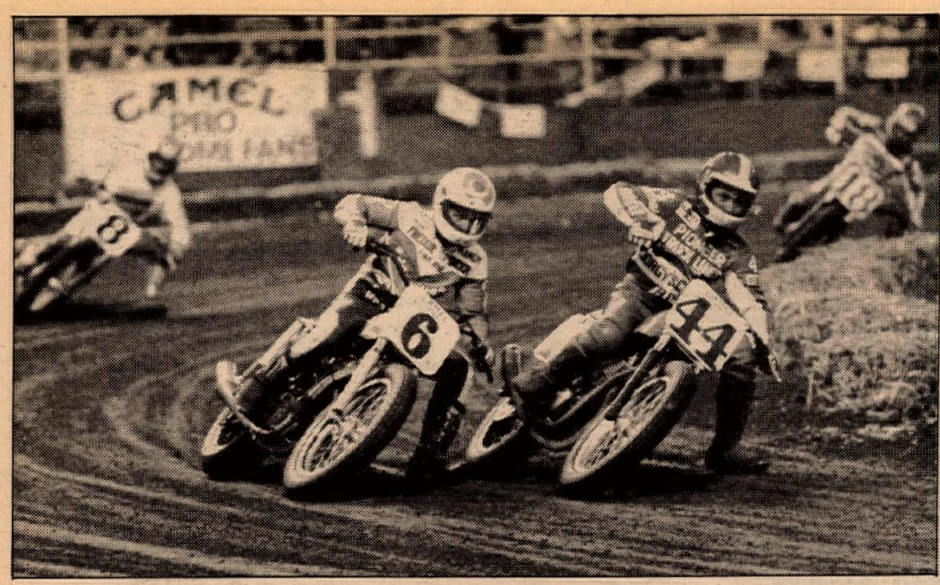


PHOTOS BY HENNY RAY ABRAMS

Winner Randy Goss (6, above) tries an outside line around Alex Jorgensen as Steve Eklund (8) and Terry Poovey (18) trail. (Below) Texan Terry Poovey rode his Harley to a hard-fought third over Steve Eklund.

Scott Pearson leads Honda's Bubba Shobert. Pearson came off a good ride the night before to finish sixth in the short track.

AMA Grand National Championship/ Camel Pro Series: Round 2

Goss steady for Houston ST win

By Gary Van Voorhis

HOUSTON, TX, FEB. 9

Randy Goss put in a solid, business-like 25-lap performance in the Houston Short Track National to earn his 15th career National victory and his second in as many years on the man-made oval inside the Astrodome. Goss' style and determination in winning signaled that the two-time Camel Pro Series Champion isn't letting still-healing broken bones in his lower left leg hinder his reputation as one of the toughest and most consistent riders on the circuit. Goss' win also gave Team Goss/(Doug) Chandler, backed by Freddie Spencer Racing and SuperTrapp, a big boost in their debut as a team and Goss' debut on a Honda after five seasons as a Harley-Davidson factory team member.

Goss' win didn't come easy, and it was Alex Jorgensen who felt his sting the most after Jorgensen led to the halfway flags before Goss took over and left Jorgy to follow him to the checkered flag. Third went to Terry Poovey over Steve Eklund, after the two battled for position nearly the entire race. Tim Mertens rounded out the top five.

The race was also notable for those riders who didn't make the National, especially Ricky Graham and Jay Springsteen. Graham was in a Houston hospital resting from a hard crash in Friday's TT National, while Springsteen came up one position short in every race he rode and had to watch the National, as he did on Friday night, from the pits.

Harley-Davidson's Scott Parker, via his TT National win and a seventh in this National, left Houston with 28 Camel Pro Series points and the lead in the standings — a first-ever for Parker, who has never led the standings. Consistent showings by Scott Pearson saw him come away in second with 25 points while Eklund and Jorgensen are tied at 24. Goss rounds out the top five with 20 points.

Time Trials

Pearson, aboard his Circle Bell Honda, topped time trials with a 14.798 second one-lap run. Pete Hames took his Gardner Racing/Roger Griswold-sponsored Harley-Davidson to second fast time over the Ron Wood Racing Wood-Rotax of Eklund, with Jorgensen turning in fourth fast time on his Pioneer Truck Lines Wood-Rotax. Gardner Racing's Poovey was fifth on his Harley. Dan Ingram was the 60th and final qualifier for the program at 15.487.

Heats

The six 10-rider, 10-lap heats saw quite a bit of action for the two transfers to the National out of each. Honda's Bubba Shobert played follow-the-leader behind Pearson in heat one; on lap seven Pearson bobbled momentarily and Shobert was immediately by. Pearson quickly returned the favor and won over Shobert. Randy Green and Garth Brow were only bikelengths short of Shobert at the flag.

Heat two provided the controversy of the evening. Lance Jones quickly established himself in the lead on his Sure-Fire Harley, and was on his way to the fastest heat of the night and the pole choice in the National, leaving Ted Boody and Chris Carr to put on a crowd-pleasing show in their battle for second. After repeated position swapping, in which rookie Carr gave veteran Boody no quarter, the race boiled down to a last-lap fight. Rounding turn four and heading to the finish, it appeared Carr had the edge on the outside line while Boody made his move down low. The two collided coming off the turn and Carr crashed. Boody finished second behind Jones while Hames was third after Carr's fall. Boody was subsequently disqualified for rough riding and causing the accident. Hames was awarded second and a spot in the National.

"Can you believe it?" said Boody when informed of his disqualification. "We don't agree with the decision at all," said Norm McDonald, Boody's father-in-law and one of his main sponsors. A discussion with Bill Boyce didn't change anything.

Eklund didn't waste much time in his bid for the win in heat three, but had plenty of company from Rich King, Ronnie Jones, Parker and Springsteen early on. Eklund finally broke away while Parker and Springsteen methodically worked their way to second and third with King crashing out of his battle with Jones late in the race. Eklund was the easy winner while Parker held off Springsteen and earned second and a spot in the National.

Hank Scott, Goss and Peter Hook

TEN YEARS AGO

An in-depth article took a look at rear suspension travel for off-road motorcycles, and described a radical cantilever-mount rear shock/spring assembly. The conversion increased rear travel of a stock 380 CZ to a whopping 4.5 inches, and cost about $220.

The Speedway Motorcyles League finalized the sale of two speedway team franchises at $100,000 each, to owners/promoters in Seattle and in the San Fernando Valley (CA). Speedway team racing was expected to become big business within the next two years.

Frank Newbury of Buena Park Honda matched his team of Honda-mounted riders against the horsemanship of riders from the Hidden Hills Stables. The horse vs. bike showdown featured eight events of rodeo-style competition. In the end, the score was horse 28, bikers 12. A rematch was scheduled for February 23.

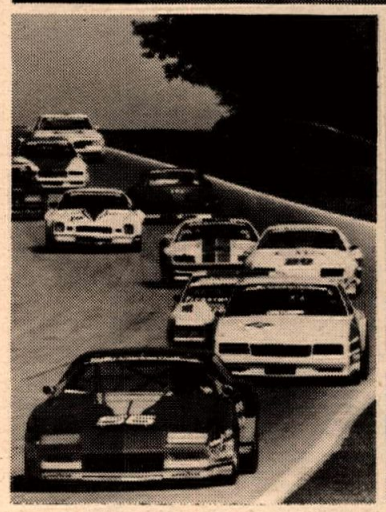
Bob Hetrick and **Mark Cherry** fought to a 1-2 finish at the season opener of the Florida Winter Speedway Series. **Eddie Cole** powered his Bultaco to two straight wins at the BCA-sanctioned motocross races at Indian Dunes, making his first west coast appearance in quite some time.

Jon Woo took a break from the rigors of AMA District 36 motocross action, and worked his way from the middle of the pack to take the win at the Chico scrambles.

Dan McWhorter took a runaway first place at Elsinore TT scrambles, riding a radical Montesa with disc brakes and a Trackmaster frame.

Bernie Schreiber missed first place by an eyelash to winner **Marland Whaley** at the ATA trials in Poway, California. Though the scores were tied at the finish, Whaley nicked first place by having six "ones" to Schreiber's five "ones."

An impression test of the 250cc Maico Enduro graced *Cycle News'* centerspread, coming to the conclusion that "the Maico has plenty of power, and an uncanny ability to put it on the ground. All in all, a functional design, that, with better detailing, would rank among the best of the enduro mounts."



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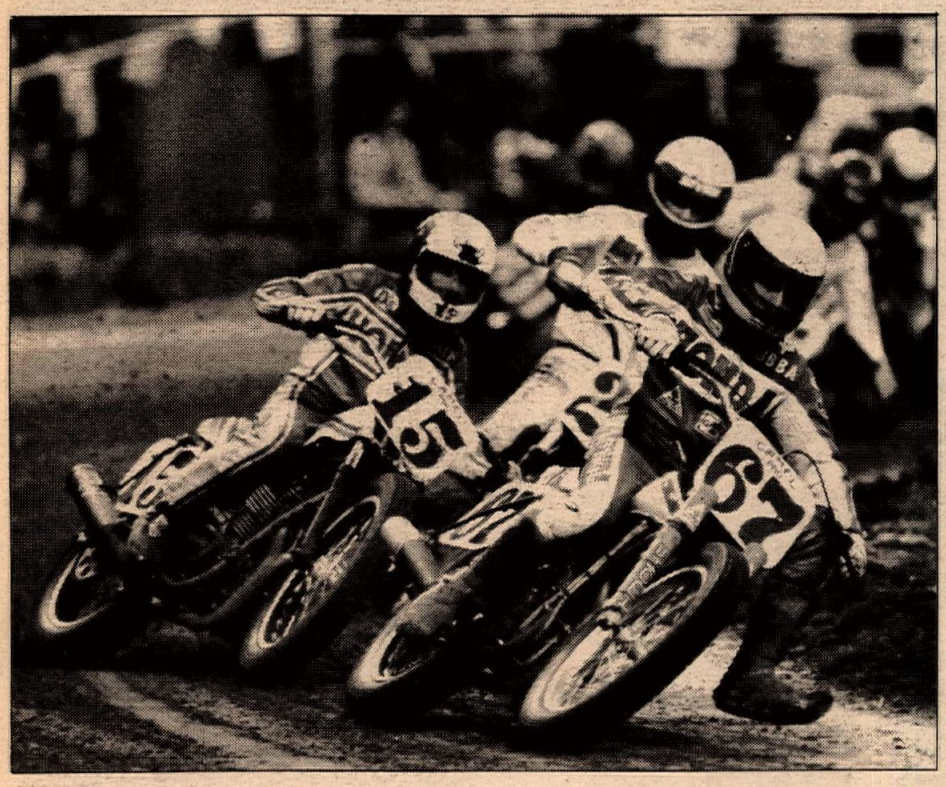
(Above) Alex Jorgensen leads a Shobert/Eklund/Poovey battle for third. (Below) Shobert leads Garth Brow and Randy Green in the first heat race.

Jay Springsteen (9) returned to racing, but failed to make the main event. Here, he chases Tim Mertens in the Last Chance Qualifier.



were going at it early in heat four as Jorgensen was making the outside line up in the cushion work to his benefit. From a seventh-place start, Jorgensen was fourth by halfway behind leader Goss, Scott and Hook. Two laps later Jorgensen was hounding leader Goss while Scott held off Hook until Hook slid down and out of contention. Midway through lap eight, Jorgensen took the lead from Goss and held it to the finish.

The fifth heat was uninspired with Poovey immediately gaining an advantage on the start and Jimmy Filice taking advantage of a duel by Keith Day, Sammy Sweet and Mickey Fay to open a safe cushion in second. Winner Poovey led Filice to the finish.

Heat six saw the race go right to the finish. Jon Cornwell, on the Deeley Harley-Davidson, took the lead on the start, but was immediately challenged by Fran Brown. On lap four, Brown took the point and Rich Arnaiz bumped Cornwell to third. The sixth lap saw Cornwell and Arnaiz bump coming off turn four — much in the same fashion of the Boody/Carr heat two problem — with Arnaiz going down. However, AMA officials deemed the accident was not intentional. Cornwell pressured Brown on lap eight and nine as Brown took his Stevens Racing Can-Am up high with Cornwell low. Brown came down to the low line on the final lap to win over Cornwell.

Semis

Don Estep became the only rookie Expert in the 15-rider field for the National with a flag-to-flag win in the first semi over a constantly challenging Springsteen. Estep rode a no-mistakes race on his Steel Masters-sponsored Wood-Rotax, frustrating Springsteen, who kept the pressure on throughout. Only the winner went to the National so Springsteen was Last Chance Qualifier-bound.

The second semi was also a follow-the-leader race with Sammy Sweet spending all 10 laps out front on his Pyramid Builders-sponsored Harley. Jeff Johnson, Mickey Fay and Chad Felicio kept Sweet honest.

Last Chance Qualifier

Tim Mertens gambled with rear tire choice in the LCQ by using what he would run on a half mile and mile instead of the narrower width Pirelli nearly everyone else was running. The gamble paid off and Mertens took the lead from Springsteen on lap six and won.

Junior National Championship

Winkie Freitas, the class of the Junior field in the TT National with top time in qualifying, fast heat win and a runaway victory in the National completed his total domination with the same sweep in the short track National. Freitas joins Chris Carr and Bubba Shobert as the only Juniors to put together back-to-back wins in the Astrodome.

Freitas led the 12-lap National from the turn of the green starting light with Mearl Barnett, heat two race winner Rusty Rogers, Brad Furlong, Curtis Cannon and Keith Gregoire close behind. Freitas quickly began putting breathing room on the field with Rogers — as he had done the night before — striking trouble early and bobbling his way back to sixth.

Barnett and Cannon hooked up in a duel for second with a similar battle for fourth between Gregoire going on. Furlong held fifth.

Freitas never looked back on his way to a second easy win. Cannon broke free for second in the final laps with Barnett barely edging Gregoire for third after Rogers crashed out of contention on the final lap.

"I wasn't sure if I could make it two wins in a row," said Freitas, "but everything went perfect." Tuner and sponsor Dave Bird was acknowledged by Freitas.

National

Goss and Jorgensen had been intently watching all the races since their heat. "I saw what tire and line Mertens rode in the Last Chance Qualifier and decided that combination might just be the one to go with," said Goss.

"I know I won't be able to ride down low," said Jorgensen as he worked on his bike. "It's too slippery for the way I'm set up so I hope there's enough cushion up top to run and win on."

Jorgensen went right up top on the start while most of the field decided to stay low. Eklund, Shobert and Poovey immediately hooked together and were quickly joined by Goss, Filice, Hames, Estep, Cornwell and Lance Jones.

By lap five, it appeared Jorgensen and Eklund were pulling away from the battles behind them. Poovey was having his hands full with pressure from Goss and lost third on lap seven.

Goss then set his sights on Eklund and worked his mid-track line to perfection, moving closer and closer until he took second from Eklund on lap nine and then began to move on Jorgensen.

There was plenty of shuffling going on mid-pack as Mertens, Parker, Cornwell and Pearson were on the move while Shobert, Filice and Estep slipped backward.

Jorgensen and Goss traded the lead four or five times between laps 12 and 13, with Goss getting the upper hand for good as they started lap 14. Jorgensen held second a distance ahead of the confrontations behind him. The two would remain 1-2 to the finish.

However, Goss was not totally sure he was in complete command and uncharacteristically, looked over his shoulder a few times to check on what was going on behind him. "I don't normally check behind me," said Goss, "but you can't always hear a rider coming up on you on your right side and I didn't want anyone to sneak up on me. I also needed a gauge on where Jorgy was to keep my pace and rhythm going."

In the closing laps, Eklund and Poovey moved in on Jorgensen while Mertens and Pearson, in their own duel, closed the gap on the front-runners. Hames had Parker for close company while Cornwell held ninth.

Lap 23 saw Parker drop Hames to seventh and Poovey continue his nearly race-long battle with Eklund. On the final lap, Poovey stayed right on Eklund's rear tire. Eklund may have gotten into turns three/four a bit too fast as he slipped just a bit, but it was enough for Poovey to scoot inside and past at the finsh line for third by less than a bikelength.

"It feels good to win, but it still doesn't make up for the disappointment in the TT National where I got crashed out before even getting to the first turn in the heat," said Goss. "I was ready to do whatever Jorgensen did on the track until I watched Mertens in the Last Chance Qualifier. The tire choice was the key, but it was still a big gamble. The only problem I had was hitting a rut in turn three two or three times and getting a bit out of shape. You couldn't see it and it surprised me each time. I think this win will give Team Goss/Chandler a big morale boost as well as getting the ball rolling."

Pioneer Truck Lines' Jorgensen, who would rather let his throttle hand and style on the track make a statement for him, said, "Maybe I was wrong to stay up high on the track, but that's where I felt comfortable and that's where I could make my bike work."

"It was a tough race," said Poovey. "Steve (Eklund) and I had a really good fight going on and unless he made a bobble I wasn't sure if I would be able to get around him. He opened the door for me just before the finish line and I wasn't about to wait for him to close it. I made the Nationals both nights and that's a pretty good way to start the season." •

Results

25-LAP NATIONAL: 1. Randy Goss (Hon); 2. Alex Jorgensen (W-R); 3. Terry Poovey (H-D); 4. Steve Eklund (W-R); 5. Tim Mertens (Hon); 6. Scott Pearson (Hon); 7. Scott Parker (H-D); 8. Pete Hames (H-D); 9. Jon Cornwell (H-D); 10. Don Estep (W-R); 11. Bubba Shobert (Hon); 12. Jim Filice (H-D); 13. Sammy Sweet (H-D); 14. Fran Brown (C-A); 15. Lance Jones (H-D).
Time: 6 min., 19.159 secs.

12-LAP JUNIOR NATIONAL: 1. Winkie Freitas (W-R); 2. Curtis Cannon (Yam); 3. Mearl Barnett (Hon); 4. Keith Gregoire (Hon); 5. Brad Furlong (C-A); 6. Aaron Hill (W-R); 7. Les Washbon (W-R); 8. Randy Hunt (Hon); 9. Phil Vigneri (C-A); 10. Frank Garcia (Hon); 11. Robert Lewis (W-R); 12. Rusty Rogers (H-D).
Time: 3 min., 4.640 secs.

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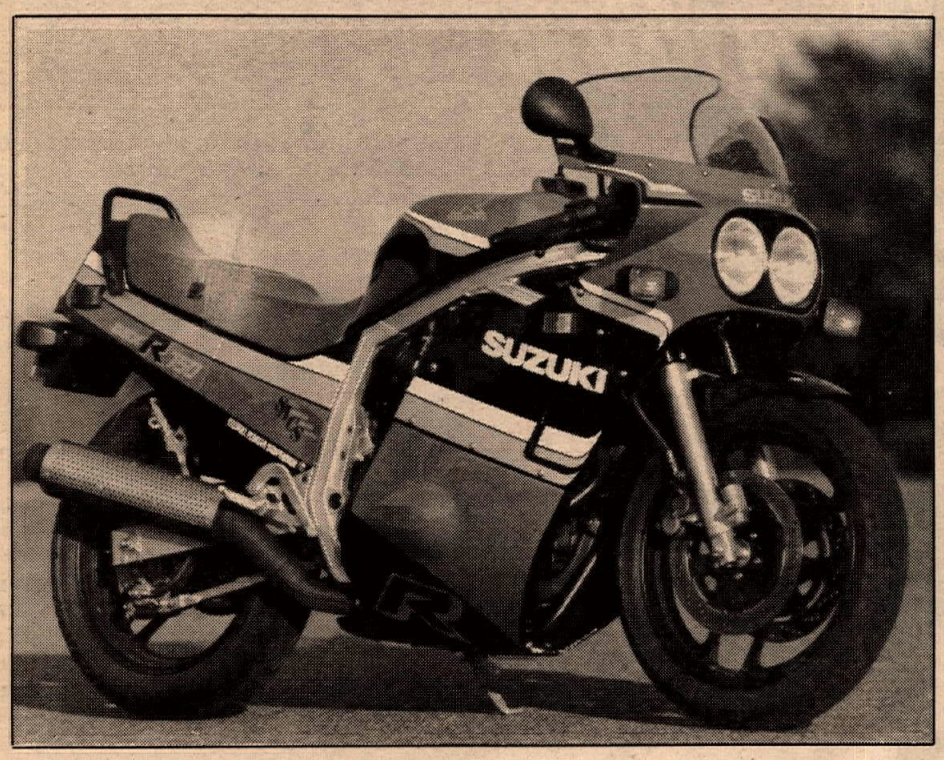
THERE IS A DIFFERENCE.

Riding Suzuki's GSXR750 *In Japan*



By John Ulrich

HAMAMATSU, JAPAN, FEB. 2-3

It was calm behind the bubble, warm and still except for the howl of the far-away engine and the thump-thump-thump of my helmet hitting the gas tank in time with every pavement ripple. Stay behind the bubble, tucked in — that's what makes the difference, arms pulled in tight against the tank, elbows wedged in on top of thighs, neck bent and craned to peer out through the plastic windscreen — without anything sticking up or out and disturbing the air flow.

The corner could be taken flat-out, wide-open — just stay tucked in and peel off, with a light touch on the bars. Stick out a knee or poke up a helmet or try to wrestle with the handlebars and the twitch started, a disconcerting start-of-a-wobble that made the rider concentrate on pushing against the bars and controlling the oscillation instead of getting on with the business of riding fast.

Riding fast. They had warned us against it from the start. This is a test session, the engineers and marketing men and translators from Suzuki Motor Co. said. This is not a race. If you want to race, please do so when you receive a GSXR750 to test in your own country. Don't race here; this track already has too much history (a reference to the 1981 deaths of several-time Endurance World Champion Christian Leon and Pops Yoshimura's son-in-law Shohei Kato, and a string of serious injuries incurred by several racers and testers on the unforgiving circuit). We don't need any more history, they told us. Lap times don't matter.

Yet a glance at the crowd of engineers and assistants and liason men revealed that every other wrist carried a built-in-stopwatch Seiko or Citizen or Casio timepiece; several hands carried consecutive-lap stopwatches and clipboards.

And after my first test ride, one of the engineers came over and pointed out proudly that the GSXR750 was already three seconds a lap faster than any previous Suzuki streetbike ridden by a journalist at Ryuyo.

The hospital is closed on Sunday, they said the next morning, on the second and final day of test rides. There is no ambulance, so please don't ride fast. You rode fast yesterday.

But the watches and clipboards were still there, and the engineers still pressed up against the barriers and leaned forward to look down the straightaway at each approaching bike.

Which is why I was crawling under the paint through the esses, concentrating on being smooth, trying to get that Suzuki around the course as fast as I could.

I had no choice.

The stopwatches were running.

* * *

Ryuyo is set out in the rice fields along the sea. There's a stiff wind coming in off the ocean and wisps of sand often drift across the last turn, a third-gear hairpin. In February, daytime temperatures hover in the 40° F range, and the pavement is slippery. It's a long track, about 3.7 miles, and it's packed right up to the edges of the property.

Which means there isn't much runoff — usually six or eight or maybe 10 feet and then into a wall. Huge foam-rubber blocks the size of up-ended desks are tied to the barriers to cushion impacts; in other places the blocks are secured to the trunks of trees.

The track is the site of all Suzuki's pavement testing, for motorcycles, cars, light trucks and vans. It's ripply in places, and has a very rough, fourth-and-fifth-gear left-hand sweeper leading onto a back straight, past the pits, and into that sixth-gear left and the esses beyond.

Leon crashed in that rough left-hander, went into a stand of trees at the edge of the track, and died before his first race as a new member of Suzuki's endurance team. Kato fell in the esses while testing a Formula One bike; his crash injuries didn't kill him, but he landed in a pond beyond the fence and drowned.

I had met Leon, and I knew Kato from meetings both in Japan and in the U.S. And as I pass their crash sites on my first lap of the track, I can see their faces, their ghosts.

I had been on this track once before, five years ago, and was having trouble remembering all the blind corners. Leon and Kato kept coming into my mind; the admonitions of the engineers played through my head; I winced at remembering the flack and criticism that comes with crashing a test bike.

But I could see the stopwatch crystals flash from the pits as I sailed past on the straightaway, tach nudging 10,000, 10,500, 10,600 rpm, a crosswind moving the GSXR750 over a foot, two feet, a crack in the tarmac making the bars flinch.

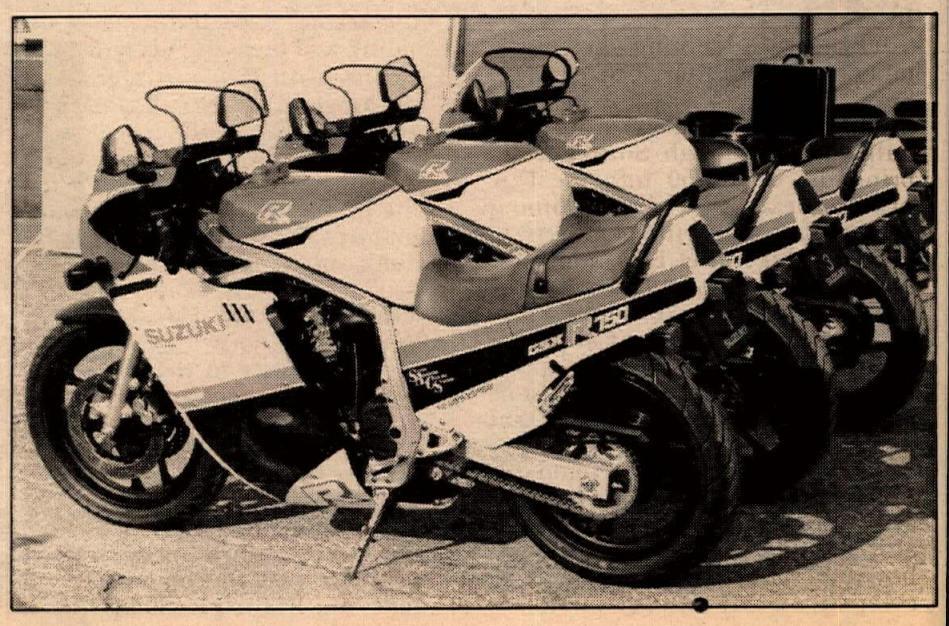
Bad deal. A dangerous, unfamiliar track. A fast, unfamiliar motorcycle. And an audience of engineers who tend to quantify everything, including judging the expertise of a motorcycle journalist by his lap times.

Any attempt to ride fast was crazy. And necessary.

* * *

The intent of Suzuki's engineers in building the GSXR750 is clear. Their goal is the fastest 750cc motorcycle in the world, and their idea of the best way to measure speed is by lap time, on a road course. There are other ways of defining speed, such as top speed, acceleration, handling ability. But a lap of the track combines all three, they tell a gathering of journalists from all over the world, so that's the measure they use.

Look at the specifications: 388 pounds dry complete with full fairing, a 56.5-inch wheelbase, an aluminum frame with rake and trail of 26° and 4.2 inches, 41mm forks, dual 11.8-inch front discs with four-piston calipers, 2.50 x 18-inch lightweight cast aluminum alloy front wheel and a 3.50 x 18 rear wheel carrying 110/80-18 and 140/70-18 tires respectively.



But the most telling figures concern the engine. Horsepower: 104.5 bhp @ 10,500 rpm. Torque: 52 lb.-ft. @ 9000 rpm. Bore and stroke: 70 x 48.7mm for 749cc. Redline: 11,000 rpm.

Most radical of all, an interesting dual-oiling system, one pumping oil to lubricate moving parts, the other spraying oil underneath the pistons and through the cylinder head to carry away heat and lower engine temperatures far below those found in air-cooled engines, without the extra bulk and weight of water-cooling. A huge aluminum oil cooler fits on the frame downtubes, looking more like a radiator than oil coolers we've seen before.

This is an important motorcycle for Suzuki, a statement, a demonstration of technology, and the demand from the company's overseas distributors has been way beyond expectations ever since the bike's debut at the Cologne, West Germany motorcycle show last fall. By the time the world's journalists had gathered for the introduction at Hamamatsu, the assembly lines were already running wide open. In a factory tour the day before the first riding session, the writers watched GSXR after GSXR pop off the assembly line, pass final inspection on a rolling road test-stand, and be sent down a conveyor to be packed in shipping crates.

There's no doubting the importance of the huge American market to Suzuki, and that's why several Americans were among the visiting journalists, even though Suzuki won't bring the GSXR750 into the U.S. prior to next fall. The extra time is necessary to allow the engineers to make the bike meet EPA and California emissions standards, and the company won't make a bike that's legal in 49 states and not California. California is the biggest single sports bike market, and the GSXR must be ready for all 50 states before it is sent to America, the Suzuki men say.

Getting past the U.S. standards will surely require CV carburetors and will reduce performance, although the engineers aren't sure how much power will be lost. The company already has to de-tune bikes for France and Germany due to a 100 horsepower (PS) limit imposed after the introduction of the GS1100 in 1980 and the GPz1100 in 1981. The standard version of the GSXR750 makes 106 horsepower (PS), or 104.5 bhp. The French and German versions are fitted with intake and exhaust restrictors to meet the lower horsepower limit.

There's also the chance that the latest Suzuki will become a 698cc or 699cc GSXR700 for the U.S. market, to come in underneath the 700cc-and-up tariff. Suzuki's marketing men listen to the argument, presented by an American editor, that the bike should enter the U.S. as a full 750cc machine, that people will be willing to pay a higher retail price for an exciting, high-performance 750.

But although the men from Suzuki listen, there's no indication of what the company will actually do.

* * *

The bikes are lined up for test rides, eight or nine machines per 40-minute session, with journalists assigned to numbered motorcycles. I'm in the second session, and pace and watch as the first group leaves the pits and a four-rider race instantly develops. The pilots are flagged to a halt, then sent out again one-at-a-time, with 15-second intervals separating them. An Italian crashes on the second lap, sliding and high-siding and breaking his wrist.

The main Ryuyo straightaway is the longest I've been on, and the pits are maybe 2/3-of-the-way down the straight, in the infield. The sound of one GSXR750 after another screaming past, 40 feet away, at full throttle in top gear is impressive. These bikes don't sound like the close-to-silent production-class machines at local road races in the U.S. Instead of a whoosh, the noise they make as they go by is closer to the sound of air being ripped apart and pushed aside violently and the exhaust note has an authority not often heard; I think it's because the bikes are unusually close and are travelling very quickly.

The session over, the riders come in. One American immediately tells an engineer that the bike needs more rake and less triple-clamp offset. A French rider is waving his hands, speaking furiously, shaking his head and gesturing.

All the riders complain about the slippery track and look at the tires and talk about getting sideways in slow corners at both ends of the course.

* * *

This GSXR is a English model, with rectangular, relatively-flat-backed mirrors and a two-tone blue with white paint scheme.

It feels tiny, the footpegs high, the clip-on bars low, the gas tank short. There isn't much clearance between the front of my helmet and the trailing edge of the windscreen when I tuck in, the bike still on the sidestand. It's been refueled and visually checked over, but otherwise untouched in the five minutes since the first group came in. It starts instantly and idles without the tach needle moving — the tach starts from 4000 rpm, just like on a racebike, and the tach and speedometer are set into a hard-rubber-foam carrier, again like on a racebike.

It shifts easily, and the clutch action is smooth without any grab. The engine pulls smoothly, and although it accelerates reasonably well through the middle rpm range, it makes its best power between 8000 rpm and the 11,000 rpm redline, starting to pull strongly from 7000 and never really coming in hard; instead, the tach needle simply climbs past the numbers faster and faster and faster and faster as rpm rises.

But what's most apparent before even that first half-lap is over is that this is a twitchy, fast-reacting motorcycle. You want responsiveness? You've got it — the slightest muscle flex or pavement change or gust of wind will make the bike change direction or twitch the bars or start a wobble or all three at once.

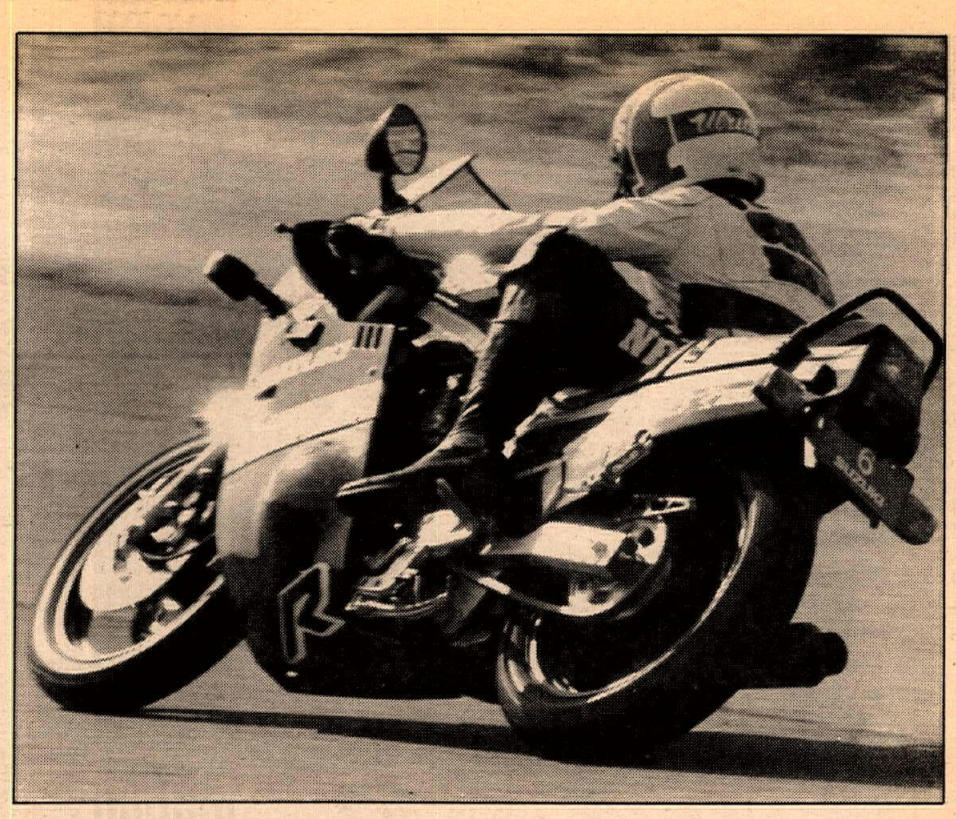
Even with just two fingers on the lever, grabbing the front brake lifts the rear wheel and the bike snakes into a corner, rear tire skimming the pavement and locking with the slightest pressure on the rear brake pedal, the back end of the bike swaying back-and-forth from the steering head.

Crosswinds and headwinds gusting on parts of the course make the bike feel nervous and send it hunting around; it wallows in the tap-the-brakes-and-make-one-downshift first turn, the rear end moving up and down and up in a slow oscillation, the handlebars weaving and bobbing. Parallel pavement seams make it wobble, and it doesn't feel stable in fast transitions from side-to-side or upright-to-one-side.

I have to spend too much time and energy and concentration on pushing against the bars, controlling the wobbles and weaves. I can't ride it fast, feel clumsy, wonder why I am riding around a strange track on a cold day and not having any fun at all. Even the sight of the tach reaching 10,600 rpm in sixth gear doesn't elate me — I'm too busy trying to hold my course into the wind.

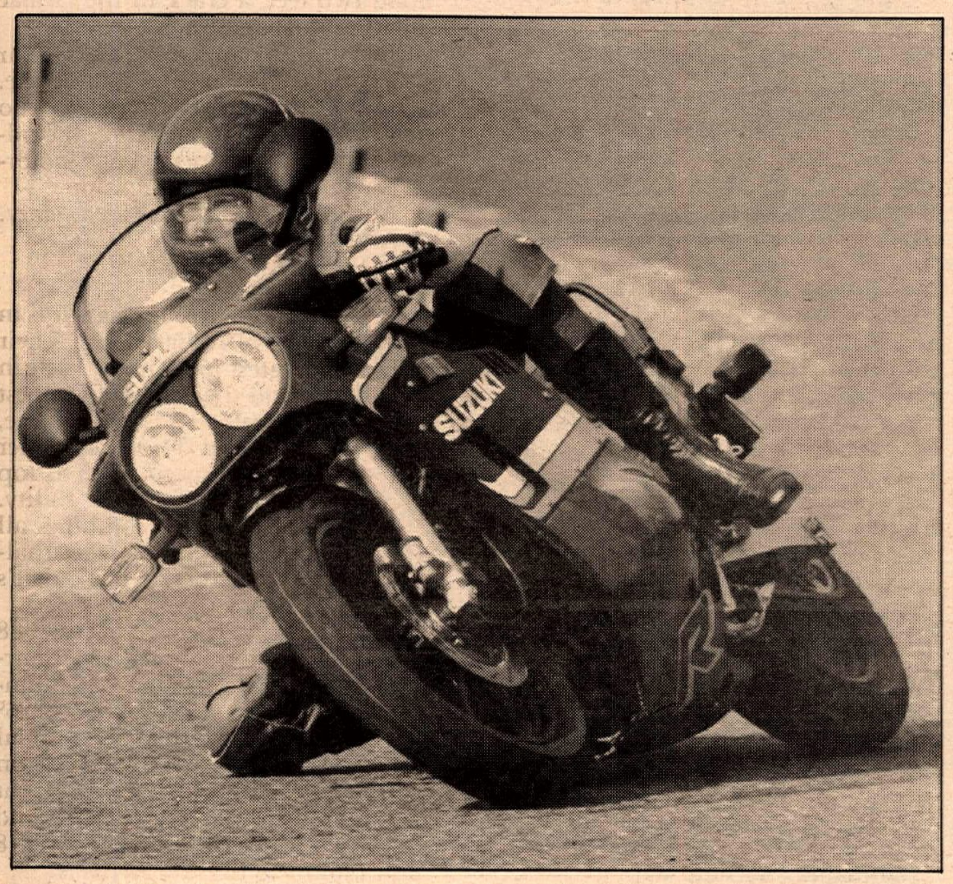
On the third lap, the bike got completely sideways coming off a tight right-hander, where the Italian had crashed. I'd have to roll on the throttle more gently.

(Continued to page 28)



"Their goal is the fastest 750cc motorcycle in the world, and their idea of the best way to measure speed is by lap time, on a road course."

"... the GSXR750 was already three seconds a lap faster than any previous Suzuki streetbike ridden by a journalist at Ryuyo."



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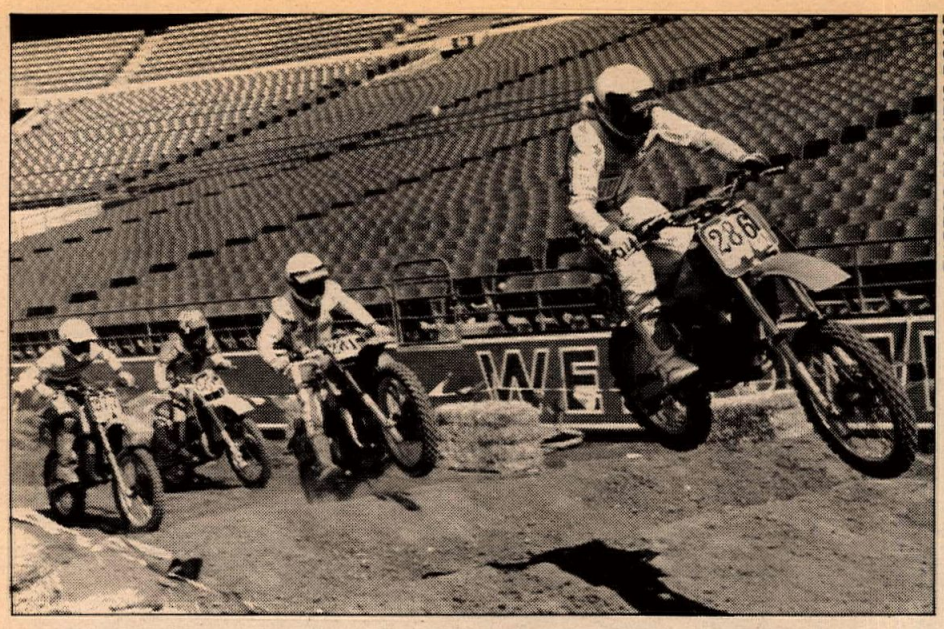

PHOTOS BY CHRIS BOICE

Jeff Matiasevich (286) leads Jeff Capt (281) and the rest of the 125cc Intermediate class on his way to the win. He'll be riding Pro from now on.

In the 250cc Pro class, Lance Rieman (526) leads Brent Shury. Rieman finished second, while Shury took fifth. Shury also placed third in the 125s.

CRC Amateur Supercross

Amateurs invade Anaheim Stadium

By Chris Boice

ANAHEIM, CA, FEB. 3

Over 500 amateur riders came to Anaheim to test their skills on basically the same track that all of the factory stars had raced on the night before. Most of the riders found the track challenging and the racing fun.

The riders may be pint-sized, but the racing was fierce in the Pee Wee division. The class was dominated by eight-year-old Jeff Willoh. Yamaha-mounted Willoh led the first moto from wire-to-wire, with seven-year-old Jason Lentz (Ital) moving up to pass hard-charging six-year-old Robby Hammond (Yam) for second. Six-year-old Chris Wheeler (Yam) and five-year-old Kenny Homman (Yam) finished fourth and fifth. In the second moto, Hammond stormed out of the gate in front of Willoh, but before the end of the first lap Willoh had taken over the lead to go on for the overall win. Crossing the line behind Willoh was Hammond, whose 3-2 tally gave him second overall. Lentz finished with a 2-3 score for third, with Wheeler and Homman finishing fourth and fifth.

There were so many riders in the 125cc Beginner class that they were divided into four divisions of qualifying motos. The top five riders in each division were then transferred to a final 125cc run-off race. The 125cc final provided a lot of excitement, with five riders battling for positions lap after lap. As the gate dropped Kevin Yamaguchi (Kaw) jumped to the lead, but was quickly overtaken by Bradley Beaman (Hon), Steve Flanders (Kaw), Joey Cox (Kaw), and David Biesiada (Yam). By the second lap, Kawasaki-mounted Rick Weaver had fought his way through the pack from a slow start, landing right in the middle of the five-rider battle for first place. Lap after lap Beaman held off the other four riders. Cox mounted a charge on the third lap, but bailed over the finish line jump and lost several positions. Meanwhile second-place rider Flanders tried to sneak by Beaman on the inside of the 18-wheeler jump, but lost his bid as he collided with Beaman. Biesiada was waiting, and took advantage of Flanders' mistake to move into second. Flanders regained his composure and went by Biesiada to retake second place. While Flanders tried to pressure the eventual moto winner Beaman into a mistake, Biesiada had his hands full holding off Weaver, who was pushing him hard for third place. The last lap saw some fierce racing, but no position changes. The top five finishers were Beaman in first, Flanders second, Biesiada third, Weaver fourth, and Cox charging back up to finish fifth overall.

The 125cc Intermediate class was dominated by Kawasaki rider Jeff Matiasevich. Matiasevich passed Jeff Capt (Kaw) over the double jumps to take over the lead on the first lap and then began to pull away to an easy 10-second victory over the rest of the field. Mercedes Gonzales (Kaw) gated next to last, but by lap three had fought her way to eighth. Unfortunately, she clipped a haybale and went down hard. She was unhurt, but also out of contention in the first moto. Matiasevich glided to an easy win. Greg Vowell (Kaw) was second, Larry Benedict (Kaw) was third, Mike Young (Yam) fourth, and Robert Hale (Yam) was fifth. The second moto saw Matiasevich breeze to another easy victory. The race for second was very exciting, with five riders swapping positions back and forth. Young held on to second place until the last lap when a determined Jeff Capt shot past him to take over second. Benedict picked up the pace and began pressuring Capt for second, but time ran out and he had to settle for a third-place finish. Young had dropped back to finish fourth, with Mercedes Gonzales finishing fifth. The overall top five riders were Matiasevich first (1-1). Benedict second (3-3), Young third (4-4), Vowell fourth (2-8), and fifth going to Capt (9-2).

The 250cc Beginner final was made up of the top six riders from each of the three qualifying divisions. Division one riders Jim Peters (Yam) and Don Moore (AHK) began their race-long battle at the drop of the gate. Moore did get a better start than Peters, but Peters kept the pressure constant until lap four when he was able to slip by Moore and take the lead. Moore stayed right on Peters' fender, but was unable to pass him because of very good defensive riding. Bob Dempsey (Yam) rode very consistently to finish third overall. Scott Chandler (AHK) moved through the pack to finish fourth, followed by Phil Wurster (Hon) in fifth place.

Kawasaki pilot Jeff "Chicken" Matiasevich continued his winning ways as he led the first moto of 250cc Intermediates from wire-to-wire. Steve Pfaff (Hon) got an excellent start, but almost immediately fell victim to heavy duty pressure from both Steve Piattoni (Hon) and Kevin Brown (Hon). Piattoni and Brown pushed their Hondas past Pfaff on lap two, and continued their combat for the rest of the moto. Piattoni was able to hold Brown off and finished second. Mercedes Gonzales (Kaw) overcame a slow start, and began a charge; moving from 10th to fourth in the final two laps. Pfaff continued to lose ground and ended up with a fifth in the first moto. Matiasevich gave a repeat performance in the second moto with another easy win. Yamaha-mounted Michael Rehm was running second until he was passed by another Yamaha rider, Tim Wahlberg. Piattoni began his move to challenge Wahlberg and on the fifth lap got by him to take over second. Brown had come up to try to push Piattoni as he had done in the first moto, but he could not find a way around him. The final results put Matiasevich first with his perfect 1-1, Piattoni was second with a 2-2, Brown third with 3-3, Dennis Hulen fourth with a 7-5, and Pfaff fifth with a 5-7.

Arizona rider Bryan Bruner took complete control of the 250cc Pro class. The first-moto holeshot went to Kawasaki ride Todd Campbell, but he promptly bailed and allowed the whole field to go by. Bruner came off the gate in sixth place, and began picking off his competition until he took the lead in the fifth lap. Dean Welsh (Yam) had inherited the lead from Campbell, but Welsh couldn't hold off the agressive Oakley/PJ1/KMC/Lance Leathers-sponsored Bruner. The top six riders put on quite a show with a very close race, but when the checkered flag came out it was Bruner who was there first. Welsh came across second with Lance Rieman (Yam) following in third. Dennis Parker (Yam) was fourth, and Yamaha-mounted David Townsend was fifth. Bruner blasted into the lead in the second moto and he was not seriously challenged for the entire race. Second place was held from start to finish by Townsend, but the race for the next three positions was close and very exciting. Welsh was hanging on to third place until lap four, when he was passed by Rieman. Honda rider Brent Shury moved up to pass Welsh also, and then set his mark on Rieman. He attempted several passes, but could not pull off a successful pass before the moto ended. The overall winner was Bruner with a 1-1, Rieman was second with a 3-3, Townsend third with 5-2, Welsh fourth with a 2-5, and Shury in fifth with a 6-4 score. •

Results

PEE WEE: 1. Jeff Willoh (Yam); 2. Robby Hammond (Yam); 3. Jason entz (Ital).

60 0-8: 1. Jeff Willoh (Kaw); 2. Judd Scanlan (Kaw); 3. Jason Lentz (Kaw).

60 NOV: 1. Ryan Doty (Kaw); 2. Josh Kuchta (Kaw); 3. Juston Urata (Kaw).

60 INT: 1. Justin Rich (Kaw); 2. Dennis Dahlin (Kaw); 3. Craig Decker (Kaw).

60 EX: 1. Sean Thornton (Kaw); 2. Damon Huffman (Kaw).

80 STK BEG: 1. Louie Romo (Yam); 2. Gary Brinkmeyer (Yam); 3. Shad Lara (Yam).

80 STK NOV: 1. Larry Laye (Yam); 2. Ryan Hughes (Yam); 3. Robbie Perez (kaw).

80 STK INT: 1. Craig Miller (Kaw); 2. Jimmy Button (Hon); 3. Ken Arnold (Kaw).

80 STK EX: 1. Jason Langford (Kaw); 2. Mike Wiese (Yam); 3. Steve Furuya (Kaw).

80 MOD BEG: 1. Scott Bagshaw (Yam); 2. David Parker (Yam).

80 MOD NOV: 1. Brian Gipson; 2. Doug Huston (Yam); 3. Lance Murray (Hon).

80 MOD INT: 1. Mike Bitner (Yam); 2. Kerry Mulligan (Hon); 3. Bubba Erickson (Kaw).

80 MOD EX: 1. Jason Langford (Kaw); 2. Mike Weise (Yam); 3. Steve Furuya (Kaw).

125 BEG: 1. Bradley Beaman (Hon); 2. Steve Flanders (Kaw); 3. David Biesiada (Yam).

125 NOV: 1. Todd Anders (Yam); 2. Doug Allen (Kaw); 3. Jody Tapia.

125 INT: 1. Jeff Matiasevich (Kaw); 2. Larry Benedict (Kaw); 3. Mike Young (Yam).

125 PRO: 1. Bryan Bruner (Kaw); 2. Kurt Henricksen (Kaw); 3. Brent Shury (Hon).

250 BEG: 1. Jim Peters (Yam); 2. Don H. Moore (AHK); 3. Bob Dempsey (Yam).

250 NOV: 1. Jim Kuntz (Suz); 2. Todd Lehmann (Hon); 3. Darren Paley (Suz).

250 INT: 1. Jeff Matiasevich (Kaw); 2. Steve Piattoni (Hon); 3. Kevin Brown (Hon).

250 PRO: 1. Bryan Bruner (Kaw); 2. Lance Rieman (Yam); 3. David Townsend (Yam).

500 BEG: 1. Russell Garcia (Yam); 2. Donny Moore (Hon); 3. John Axelson (Hon).

500 NOV: 1. Bob Watson (Kaw); 2. Terry Anderson (Hon); 3. Eric Barr (Hon).

500 INT: 1. Gregg Blechman (Hon); 2. Jim Harris (Yam); 3. Art Olivier (Hon).

500 PRO: 1. Dave Foltz (Hon); 2. Chris Craft (Hon); 3. Jim George (Kaw).

VET JR: 1. Jack Miller (Hon); 2. Joe Whiteley (Yam); 3. Mark Dennis (Hon).

VET INT: 1. R.D. Cushman (Yam); 2. Danny Ashcraft (Kaw); 3. Stuart Douglas (Hon).

VET EX: 1. Ken Ratzloff (Hon); 2. Jim O'Neal (Hon); 3. Mark Heller (Hon).

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Glover sprinkles dust outside M

On Saturday, the second of February, the second round of the AMA/Miller High Life Supercross Series was held at the second-most-famous landmark in Anaheim, California.

And it was there, at Anaheim Stadium, that Yamaha's Broc Glover treated the entire crowd—and the competition—to the ultimate E-ticket ride.

After finishing second in the first main moto (a clever ploy to make things interesting), Broc wasted little time in the second main to shoot to the front of the pack.

Keeping his arms and legs inside at all times, he established a lead in lap two that would not be challenged for the rest of the ride...er...race.

Broc took the overall win and now leads in the point standings for the series. The inevitable outcome of riding the YZ250, basically the same production machine, with the same innovative technology, that's available to one and all.

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PHOTOS BY KIT PALMER

Ron Lechien (6) holeshots the first main moto Friday night, while Erik Kehoe (16) and Johnny O'Mara (1) follow.

AMA/Miller HighLife Supercross Series: Rounds 3-4

Lechien sweeps Seattle double-header

By Kit Palmer

SEATTLE, WA, FEB. 8-9

Ron Lechien and his factory Honda were red hot inside the Kingdome for the third and fourth rounds of the AMA/Miller High Life Supercross Series. Lechien was untouchable Friday night — despite a second moto crash, Lechien easily topped both motos. On Saturday night, Lechien split moto wins with Team Yamaha's Broc Glover. Glover won the first moto when Lechien crashed while leading, which ruined the Honda rider's chance at a four-moto main sweep.

After two nights of racing, Lechien said, "I love it. But I just wish I could've won all four motos — that would've been even better. I came close, just about as close as you can get."

Temperatures in the mid 30s might have hampered spectator attendance Friday night — only an estimated 15,000 fans showed up. Even though the Kingdome has a roof, temperatures inside ranged from the low to mid 40s. However, the cold didn't seem to effect the spectators as much on Saturday — over 30,000 watched.

Drama best describes the action Saturday night — the long-awaited confrontation between Yamaha's Keith Bowen and Team Honda's Bob Hannah finally happened. Hannah, who couldn't even transfer to the finals two weeks ago in San Diego, is almost back to "Hurricane" strength. Friday, Hannah finished sixth overall, and finished fourth overall Saturday, riding like the Hannah of old. Team Kawasaki's Mark Barnett had his best ride yet on his new mount Saturday. Barnett worked his way up to second place in the second moto only to have his chain come off one turn before the checkered. He had to push his bike up a steep hill to the flag, while riders flew by him one by one.

Honda's David Bailey had to spectate Saturday night's racing following injuries he received in a crash in the first qualifier Friday. "I jammed my finger and broke off a piece of bone. It really hurt my confidence more than anything."

Current 125cc World MX Champion Michele Rinaldi, from Belgium, made appearances both nights but had troubles adapting to supercross racing. He and his Suzuki couldn't make it to the finals either night.

The track was run in the same direction both nights, unlike last year, but it was marred by deep grooves through most of the turns and jumps, especially Friday. Some of the grooves were engine-case deep.

Friday:
250cc qualifiers

Team Honda's David Bailey took his works RC250 into the lead at the start of the first qualifier, closely chased by Team Tamm's Alan King, Yamaha rider Mark Murphy, Canadian National Champion Ross Pederson and Suzuki's A.J. Whiting. Two laps later, Whiting and his works Suzuki passed both Pederson and Murphy but was a few seconds behind King. Bailey, at this point, had developed a commanding lead and looked to have the win sewn up; but, at the halfway mark, Bailey got out of shape in one of the deep grooves in a right turn. He got hung up in the groove, and it pulled him off the back of the bike. With his stomach on the seat, and his legs dragging in the dirt behind, Bailey grabbed a handful of throttle and looped his Honda. He landed hard on his face and gouged his upper lip and chin.

"I really don't know what happened," said Bailey. "I wanted to get back on my bike, but I didn't know where I was. It shook me up pretty good."

This gave the lead to King who easily went on to take the win ahead of Whiting and Pederson.

Lechien didn't have any problems winning the second qualifier — he stole the holeshot and never looked back. Yamaha riders Danny Storbeck, Keith Bowen and Eric Eaton followed. Bowen shot past Storbeck during the first lap but had no chance at catching Lechien, who was way out in front. At the finish, it was Lechien, Bowen, Storbeck and Jo Jo Keller.

Current supercross champion Johnny O'Mara put his factory Honda out in front at the start of the third qualifier and was heavily pursued by factory Kawasaki rider Barnett. Yamaha pilot Rodney Smith and Suzuki's Scott Burnworth. By the end of the second lap, Burnworth had slipped past Smith but was a few bikelengths behind Barnett. The top three riders were fairly spread apart for much of the race. Near the end, Barnett had an encounter with a deep groove and got pitched off his bike, losing two positions. Phil Larson, riding a 1984 CR250 Honda, chased Smith throughout the moto and eventually passed the Yamaha rider near the end of the moto. O'Mara easily took the win, followed by Burnworth, Larson, Smith and Barnett.

The fourth qualifier featured Glover, Team Kawasaki's Jeff Ward, Yamaha's Rick Johnson and Honda's Bob Hannah. At the start, it was Glover getting the jump, while Yamaha rider Kenny Keylon, Ward, Johnson and Hannah followed. It took Ward two laps to get around Keylon, which gave Glover a few seconds on the pack. Then Johnson had a tough time getting around Keylon, but before Johnson could make a move, the chain on his Yamaha derailed through one of the whoop sections. Johnson managed to re-enter the race a few laps down.

Meanwhile, the battle for the lead got tighter between Glover and Ward. At the same time, Hannah was having a hard time getting around the pesky Keylon. With two laps remaining, Hannah stuffed the Yamaha rider in a turn for the third spot. A lap later, Ward pulled alongside of Glover in the stutter bumps, then passed Glover. Glover stayed close to the Kawasaki pilot but couldn't retaliate. Ward took the win, followed by Glover, Hannah and Keylon. Johnson finished last.

There was no doubt Ron Lechien was the fastest rider in Seattle — he easily won three out of four mains and is now tied for third in points.

Bob Hannah (25) and Keith Bowen were back at it again. The two diced for the lead during a qualifier Saturday night — Bowen won.

Semi-finals

The first semi-final was all Barnett's — he led from start to finish, while Team Tamm's Andy Stacy had to work hard to finish second. Stacy passed Smith and Suzuki's Russ Wageman by the fourth lap to transfer to the main.

It wasn't much of a surprise to see Johnson win the second semi-final, but he had to work his way up from a terrible start. Riding a works Suzuki, Erik Kehoe captured the holeshot and was followed by Kawasaki's Goat Breker, Keylon, Guy Cooper and Jim Holley.

Johnson started making up for his poor start in a hurry and had control of third by the second lap. During the second lap, Breker crashed and dropped to the back of the pack. This gave second to Keylon, who was now pressured hard by Johnson. At the halfway point, the three leaders threaded their way through traffic, but Johnson found a clear line in the stutter bumps and passed Keylon. With two laps to go, Johnson had reeled-in Kehoe and dove inside of the Suzuki rider in a turn and took over the lead. It was Johnson, Kehoe and Keylon at the finish.

Last Chance Qualifier

Smith, Hicks and Breker were the early leaders at the start, then Breker started to make his move by passing Holley, then Smith by the third lap. Breker started to pull away, while a fantastic duel for second (the final transfer spot) developed between Smith and Holley. The two riders diced back and forth throughout the whole moto — they swapped positions 11 times during the eight lap race. With less than a lap to go, Smith got stuffed into the haybales by Keller, who was following fourth. Breker took the win ahead of Holley.

Mains

As the pack rounded the first turn at the start of the first 250cc main, it was Lechien on his works Honda out in front with Burnworth and Ward hot on his tracks. However, during the first laps, Burnworth dropped back to fifth, leaving the first four positions Lechien, Ward, Glover and Breker. Honda riders Hannah and O'Mara had bad starts — Hannah was 14th, while O'Mara was 17th.

By the third lap, the top four riders became fairly spread apart, while Burnworth, Bowen, Johnson, Storbeck, Barnett, Stacy and Keylon were bunched up. During the sixth lap of the 12-lap race, Lechien got hung up in a rut and dropped his mount. He quickly picked up his bike and continued, but Ward had caught up to within inches of Lechien. However, Lechien went into overdrive and started pulling away from Ward, again. Near the end of the race, the top four riders were still spread apart: Lechien, Glover, Breker, Johnson. Then followed Bowen and Burnworth.

With two laps to go, Ward got stuck in a deep groove and lost four positions. At the finish, it was Lechien, Glover, Breker, Johnson, Bowen, Ward, Burnworth and Hannah.

For the third time of the night, Lechien captured the holeshot at the beginning of the second main moto. Suzuki riders Kehoe and Burnworth followed closely, but Kehoe crashed before the end of the first lap and Glover, who was in fourth, ran into him. But Glover came out of it okay and had control of second by the start of lap two. Burnworth, Johnson, Ward, Hannah, Whiting, O'Mara and King followed Glover.

By the third lap, Lechien enjoyed a huge lead — about four seconds ahead of Glover, who had a few bikelengths on Ward. Johnson started to pressure Ward, while Hannah was a few seconds behind Johnson. Soon after, Johnson blew by Ward for third, but Ward stayed close afterwards. A few laps later, Ward retaliated and retook third away from Johnson. From this point on, things settled down with Lechien way out in front, Glover second and Ward third. Johnson followed Ward closely in fourth but couldn't make a pass.

At the finish it was Lechien, Glover, Ward, Johnson, Hannah, Bowen, Burnworth, King, O'Mara and Whiting.

125cc Support main

At the start of the 125cc Support main, Kawasaki riders Tyson Vohland and Todd Campbell got the jump off the gate. However, Campbell, who was on the outside, cut across the pack and took out Vohland, who was in the center. Campbell clipped Vohland's front wheel, and Vohland went down hard. Vohland re-entered the race but without a front fender and badly bent handlebars.

As the field rounded the first turn, Kawasaki rider Billy Frank had the lead followed by Suzuki's Mike Healey. In third and fourth were Suzuki's Bobby Moore and Kawasaki-mounted Bader Manneh. Healey closed ground on Frank as the race progressed and started looking for a way around Frank. The Suzuki rider made a move in the stutter bumps, got out of shape, almost looped it, but still managed to pass Frank. Frank stayed close for a couple of laps until he dropped his bike in a rut. He saved second place, but lost valuable seconds to Healey. Healey settled down and rode conservatively to the finish to take his second 125cc Support win in a row. Frank took second ahead of Moore.

Saturday:

250cc Qualifiers

Whiting, Holley and King warmed things up at the start of the first qualifier Saturday night with a heated battle for the lead throughout the moto. Whiting stole the holeshot, but Holley and King were in close pursuit. Keller followed in fourth.

During the second lap, Holley stuffed his Yamaha inside of Whiting in a fast right turn and took the lead. However, Whiting stayed close to Holley and threatened to pass in every turn. King, on the other hand, was applying pressure on Whiting, while Keller dogged the Team Tamm pilot. For the remainder of the race, the four were never more than a bikelength apart. Holley held for the win, ahead of Whiting, King and Keller.

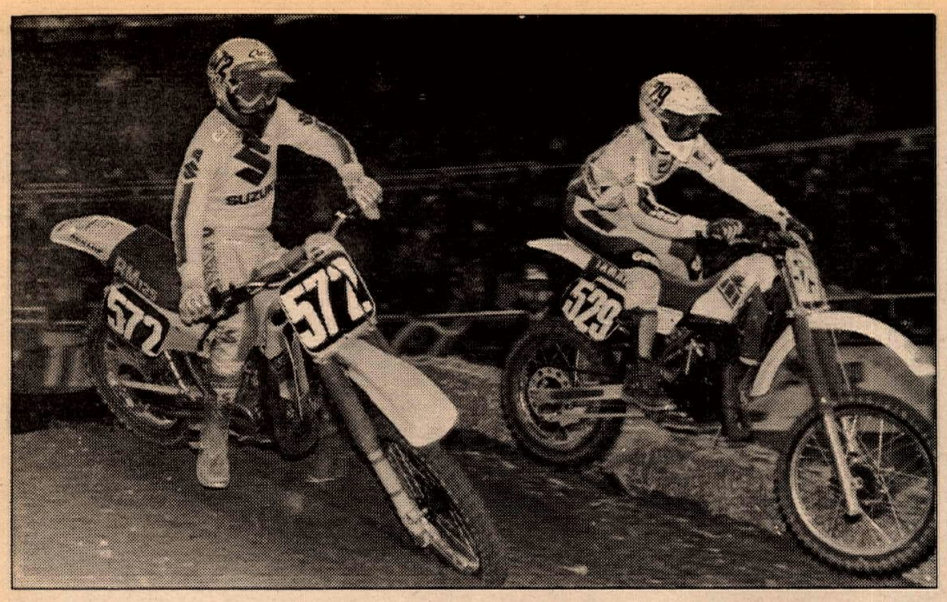
Kehoe put his factory Suzuki into the lead at the start of the second qualifier just ahead of Breker, Barnett, Burnworth and Husqvarna's Danny LaPorte. Kehoe held on to his lead for the next two laps, then his front wheel washed out in a groove and he crashed. This gave the lead to Barnett, who had just passed his teammate, Breker. At the halfway mark, it was Barnett, Breker, Burnworth and LaPorte. LaPorte, who hasn't had much luck through the first three supercross rounds, picked up his pace and caught up to Burnworth. But it was too late — Barnett took the win ahead of Breker, Burnworth and LaPorte.

The third qualifier featured the best race of the weekend — a fantastic dogfight between Bowen and Hannah. At the start, though, it was O'Mara who took the holeshot, but he quickly dropped back to fifth after getting passed by Lechien. Lechien led for three laps before crashing in a turn. This gave the lead to Bowen who was chased by Hannah. The duel started at the halfway mark, with Hannah trying to stuff his Honda under Bowen in the turns, but Bowen would just slam the door shut on him. However, Hannah didn't give up and zapped Bowen in a wide turn. The crowd was on its feet as Bowen stayed glued to Hannah's rear fender. It was Hannah's turn to cut off Bowen. With one-and-a-half laps to go, Bowen pulled up alongside of Hannah in the stutter bumps, used the outside line in the following turn and passed Hannah back. Hannah gave chase during the last lap but couldn't get by. O'Mara finished third ahead of Clint Hardick and Lechien.

Glover grabbed the early lead in the fourth qualifier and quickly gained a few seconds on Johnson. Ward was in ninth, then he rammed into a downed rider in a rut and dropped back to almost last. Glover maintained his advantage over Johnson and Ward at the finish.

Semi finals

Lechien easily led from start to finish in the first semi-qualifier, but most of the action took place for third position. With Lechien way out in front, Yamaha rider Danny Storbeck held firm control of second, while Smith, Kenny Keylon and Hardick fought over third. During the second lap, Smith and Storbeck collided in the stutter bumps — Smith went off the track while Storbeck crashed and got pinned under his Yamaha. Both riders re-entered the race but were out of contention with the leaders. This



(Above) Mike Healey (572) came from behind to win the 125cc class Friday. (Below) Mark Barnett (9), Scott Burnworth (39) and Broc Glover.

gave third to Stacy, but he was heavily pursued by Hardick and Keller. Soon after, Hardick collided with Stacy, with Stacy going down and Hardick losing a couple of positions. Keller now had control of third with Phil Larson close behind. A turn before the checkered flag, Larson dove underneath Keller and finished third behind Lechien and Storbeck.

Honda rider Eric Hall started the second semi with the holeshot and led for a lap before crashing in a rut and dropping to the back of the pack. Pederson resumed the lead, while Kehoe settled into second. However, two laps later, Kehoe went down hard after the finish line jump, Honda rider Allen Semar moved into second while being pressured by Suzuki pilot Scooter Stafford. Pederson went on to take the win ahead of Semar and Stafford.

Last Chance Qualifier

Smith, Kehoe and Hicks got the jump at the start, and Smith and Kehoe started to pull away from Hicks. Halfway through the moto, Kehoe tried to pass Smith through the stutter bumps but got sideways, clipped a haybale and went over the handlebars, while his bike did cartwheels off the track. Kehoe quickly got to his feet but was out for the night. Hardick inherited second after passing Hicks earlier. But, Hardick crashed over some double jumps and gave Hicks the final transfer spot of the night. Smith easily won.

Finals

Once again, Lechien and his Honda roosted to the front of the pack at the start of the first main with Johnson, Burnworth and O'Mara close behind. By the end of the first lap, Lechien had already developed a sizeable lead over Johnson. O'Mara and Breker had passed Burnworth, while Ward crashed and dropped to the back of the pack. A lap later, Johnson bailed over a double jump and also fell to the rear of the field. As things started to settle down by the third lap, the top 10 positions were Lechien, O'Mara, Glover, Breker, Barnett, Holley, Burnworth, Bowen, Storbeck and Pederson.

At the halfway point, Lechien's lead had grown to about five seconds over Glover, who had already passed O'Mara. With three laps to go, Lechien looked to have things under wraps, but he suddenly crashed. "There was this big rut," said Lechien, "and when I went through it, rocks were getting caught in my brake and would make it stick. For about two laps I didn't have any rear brakes because rocks were getting jammed in there. So, I figured I'd better get out of that rut, and I tried a different line and clipped a haybale which threw me down."

While Lechien was trying to get his bike restarted, Glover motored past and took over the lead. Lechien recovered in second just ahead of O'Mara, Barnett and Bowen. Way back in sixth was Hannah. Glover didn't have any problems holding on to take the win.

Johnson and Ward managed to work their way up to ninth and 13th.

Burnworth gated the second moto perfectly and was rewarded with the holeshot; Lechien was second ahead of O'Mara, Barnett, Johnson, Whiting, Ward, Glover and Breker.

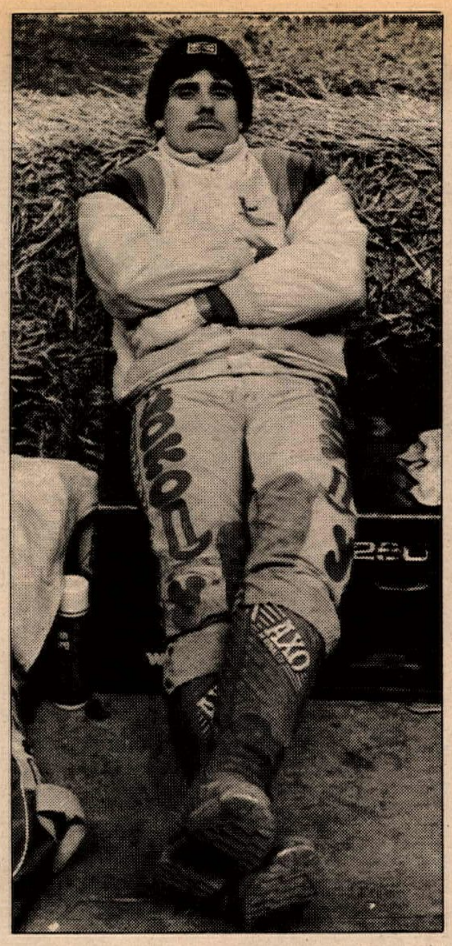
However, during the second lap, Lechien blew by Burnworth like he was standing still. A few laps later, Lechien enjoyed a comfortable lead followed by O'Mara, Barnett, Whiting, Ward, Johnson, Glover, Breker and Hannah.

While Lechien was busy running away from everybody, Barnett and Hannah were busy moving their way up to the front. By the second lap, Barnett had second, while Hannah was back in eighth. Hannah kept on the gas until he was in sixth and was hounding Johnson.

With five laps to go, it was Lechien, Barnett, Glover, O'Mara, Johnson and Hannah leading the way. A lap later, Hannah zapped Johnson and then reeled in O'Mara. Soon after, O'Mara was Hannah's next victim. On the last lap, the top four were Lechien, Barnett, Glover and Hannah, but all eyes were focused on Barnett, who was just inches ahead of Glover. After Lechien had already crossed the finish line, Barnett and Glover headed into the final turn. Glover went inside, while Barnett went wide: Barnett looked to have the better drive coming out of the turn, but his Kawasaki came to a sudden halt with a thrown chain. Barnett jumped off his bike and started pushing it up a steep hill, where the checkered flag waited on top. As Barnett pushed, Hannah and O'Mara motored past. He finally made it to the top and claimed fifth. Ward, Whiting, Burnworth and Johnson finished behind Barnett.

"The first thing I thought was to push it across the line," said Barnett. "That's just the way it goes. It's still a long season, and at least it wasn't a DNF. I felt real good; everytime I ride the bike I get stronger and stronger — I've got the speed, that's for sure. A few more weeks and I'll be winning."

"I felt good going into today's round," said Lechien, "but when I hooked that haybale that knocked me down, I hurt my shoulder. That kind've of knocked me out of my sense. I didn't know if I was going to be able to come back and do it in the second one. I got a good start and worked into the lead and just took it from there."



Current 125cc World MX Champion, Michele Rinaldi raced both nights but couldn't make the finals.

Glover finished second overall Friday and Saturday.

125cc Support

The 125cc Support main featured a wild race. Kawasaki rider Frank nailed the holeshot ahead of Suzuki's Bobby Moore and Friday's winner, Healey. Healey quickly moved into second, but not before Frank had already developed a sizeable lead. Healey started to reel in Frank but at a slow pace. Manneh had a terrible start but started making up ground in a hurry.

With four laps to go, Frank still maintained a decent lead over Healey, who began feeling Manneh closing in. Then, Frank landed too short over a double jump and crashed. This gave the lead to Healey with two laps to go. On the final lap, while running into lapped traffic, Healey got a little out of shape in the stutter bumps. This was all Manneh needed to cruise by and take over the lead. A half lap later, Manneh crossed the checkered flag first inches ahead of Healey. Frank finished third while closely followed by Ray Sommo. ●

Results

FRIDAY

250cc: 1. Ron Lechien (Hon) 1-1; 2. Broc Glover (Yam) 2-2; 3. Rick Johnson (Yam) 3-4; 4. Jeff Ward (Kaw) 5-3; 5. Keith Bowen (Yam) 4-6; 6. Bob Hannah (Hon) 7-5; 7. Scott Burnworth (Suz) 6-7; 8. Johnny O'Mara (Hon) 9-9; 9. Mark Barnett (Kaw); 8-12; 10. Erik Kehoe (Suz) 10-11; 11. Alan King (Kaw) 17-8; 12. Kenny Keylon (Yam) 11-16; 13. A.J. Whiting (Suz) 18-10; 14. Jim Holley (Yam) 14-14; 15. Andy Stacy (Kaw) 12-17; 16. Ross Pederson (Suz) 16-15; 17. Goat Breker (Kaw) 19-13; 18. Jeff Frisz (Hon) 15-18; 19. Danny Storbeck (Yam) 13-DNF; 20. Phil Larson (Hon) DNF-DNF.

125 SUPPORT: 1. Mike Healey (Suz); 2. Billy Frank (Kaw); 3. Bobby Moore (Suz); 4. Ray Sommo (Kaw); 5. Craig Canoy (Kaw); 6. Jeff Sowards; 7. Todd Campbell (Kaw); 8. Stacy Thorton (Hon); 9. Billy Whitley (Suz); 10. Taylor Marcell (Kaw); 11. Keith Morabito (Yam); 12. Mike Yenerich; 13. Doug O'Donnell; 14. Grayson Hart (KTM); 15. Bader Manneh (Kaw); 16. Marvin Waldo (Hon); 17. Allen Silhanek (Hon); 18. Steven Oster (Hon); 19. Tony Mayer (Suz); 20. Tyson Vohland (Kaw).

250cc POINT STANDING: 1. Broc Glover (83); 2. Rick Johnson (79); 3. Jeff Ward (77); 4. Johnny O'Mara (69); 5. Keith Bowen (67); 6. (TIE) Ron Lechien/Mark Barnett/Scott Burnworth (66); 9. Goat Breker (60); 10. (TIE) Alan King/A.J. Whiting (45).

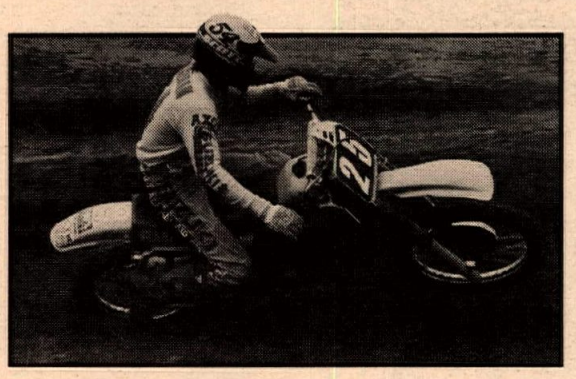
SATURDAY

250cc: 1. Ron Lechien (Hon) 2-1; 2. Broc Glover (Yam) 1-2; 3. Johnny O'Mara (Hon) 3-4; 4. Bob Hannah (Hon) 6-3; 5. Mark Barnett (Kaw) 4-5; 6. Jim Holley (7-10); 7. Rick Johnson (9-9); 8. Jeff Ward (Kaw) 13-6; 9. Scott Burnworth (Suz) 12-8; 10. A.J. Whiting (Suz) 14-7; 11. Keith Bowen (Yam) 5-18; 12. Danny Storbeck (Yam) 11-13; 13. Goat Breker (Kaw) 10-14; 14. Alan King (Kaw) 8-17; 15. Phil Larson (Hon) 15-11; 16. Ross Pederson (Suz) 20-12; 17. Jeff Hicks (Hon) 17-15; 18. Rodney Smith (Yam) 18-16; 19. Scooter Stafford (Suz) 16-20; 20. Allen Semar (Hon) 19-19.

125cc SUPPORT: 1. Bader Manneh (Kaw); 2. Mike Healey (Suz); 3. Billy Frank (Kaw); 4. Ray Sommo (Kaw); 5. Bobby Moore (Suz); 6. Fred Andrews (Hon); 7. Taylor Marcell (Kaw); 8. Doug O'Donnell; 9. Marvin Waldo (Hon); 10. Allen silhanek (Hon); 11. Tony Mayer (Suz); 12. Grayson Hart (KTM); 13. Stacy Thorton (Hon); 14. Jon Buyas (Kaw); 15. John Sowards (Hon); 16. Jeff Sowards (Hon); 17. Oren Bray; 18. Todd Campbell (Kaw); 19. Craig Canoy (Kaw); 20. Billy Whitley (Suz).

UNOFFICIAL 250cc POINTS STANDING: 1. Broc Glover (105); 2. Rick Johnson (93); 3. (TIE) Jeff Ward/Ron Lechien (91); 5. Johnny O'Mara (89); 6. Mark Barnett (82); 7. Scott Burnworth (78); 8. Keith Bowen (77); 9. Goat Breker (68); 10. A.J. Whiting (56).

PICKING A WINNING STOCK IS AS EASY AS ONE, TWO, THREE.



A.J. Whiting, Jim Tarantino and Russ Wageman finish 1, 2, 3 riding Suzuki RM125s.

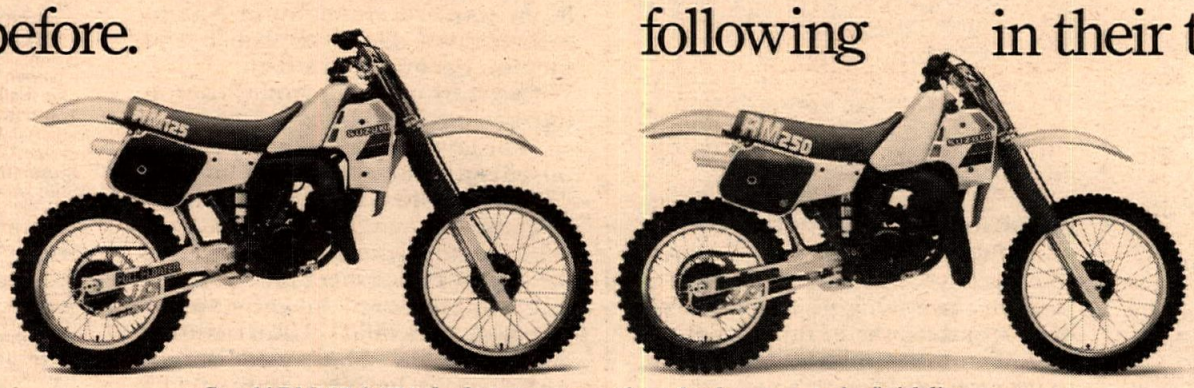
Just walk into your nearest Suzuki dealer and pick out an RM125. That's the bike A.J. Whiting, Jim Tarantino and Russ Wageman rode when they finished first, second and third in Round 5 of the CMC/Golden State National series on February 3rd.

And the same bike that Mike Healy rode to victory in Round 2 of the 125cc Class at the Supercross in Anaheim the day before.

It's not surprising, then, that if you ask anyone what the hottest bike on the circuit is, they'll give you a stock answer. Suzuki.

Our '85 RMs are faster, quicker, and thanks to a new front fork with 11.8 inches of travel, they even handle better than ever.

Suzuki turned the '85 RMs into the best stock deal in town. Just ask the riders who are following in their tracks.



Suzuki RM125 & 250, the fastest way to get from the showroom to the finish line.

WORKS LIKE A SINGLE MOVING PART.

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Part six

Brad Lackey's championship training program

By Dean Miller and Len Weed

This and future installments are excerpted from Championship Training, *featuring Brad Lackey, by Brad's personal trainer, Dean Miller, and Len Weed. All first person comments are by Dean Miller.*

Be aware that many areas of sports medicine, training, and nutrition do not offer black-and-white answers. Training is as much an art form as it is a science. In many ways, preparing an athlete is similar to tuning a racing engine. It's part study, part experiment, part dreaming up new approaches, part trying different combinations. It's putting past results and present ideas together, searching for something that works better.

Research often suggests answers but conclusive evidence may be lacking. And continuing research sometimes questions or invalidates principles and approaches previously accepted. Differing views, where applicable, will be mentioned along with indications of new research that may change prevailing views.

Pre-Competition meals

The pre-game meal really doesn't help performance much. The food you eat 24 to 48 hours prior to competition provides most of your fuel supply. Use the pre-competition meal to avoid problems:

- ☐ Eat enough to prevent feeling hungry or weak during competition. (A nearly empty stomach allows the diaphragm to expand more, an aid to deep breathing.)
- ☐ Finish your pre-game meal at least three hours before competition. Don't overload your system. You can't cram last-minute energy.
- ☐ Any eating within three hours of exertion should be no more than light toast or a small glass of milk. Avoid eating less than an hour before exertion.
- ☐ Avoid a high protein, high fat, bulky, spicy meal that will tax digestion.
- ☐ Drink enough fluids to prevent dehydration. Drinking should continue after the pre-game meal.
- ☐ Limit refined sugar intake to avoid low blood sugar response. Sugar concentrates can also upset the stomach or cause fatigue to set in sooner. Eat fruit instead; its fructose content takes longer to break down.
- ☐ Reduce roughage. Some authorities suggest eliminating salads for two days prior to competition to allow greater consumption of energy-filled foods. Other authorities feel that salads act as fillers for athletes with nervous stomachs. Roughage should definitely not be reduced if it affects regularity.
- ☐ Avoid foods that are more likely to cause food poisoning. This list includes turkey, gravy, cream, and pastry.
- ☐ Eat what you're familiar with.
- ☐ Eat what you think will help you better.
- ☐ Consider skipping vitamin and mineral supplementation. Some studies suggest that niacin may inhibit free fatty acids in the blood, thus forcing the body to burn more carbohydrate fuel.
- ☐ Snack lightly, if at all, during a long competition day. Snacks should be easily digestible and low in sugar and fat content. Complex carbohydrates make good snacks because they won't upset the blood's sugar level or retard absorption of body fluids from the stomach. Triathletes who swim, bicycle and run a marathon generally favor fruits (such as bananas and oranges) and grain products (such as whole wheat bread or Fig Newtons). Their ability to go 10 hours nonstop, snacking on the move, demonstrates that normal eating is not necessary on a competition day. Fluid intake is more important.

Nutritional manipulation

Two aspects of carbohydrate fueling have attracted considerable research: improving glycogen storage and retarding the burning of glycogen. Two different loading programs have emerged from this research:

- ☐ *Glycogen (or carbohydrate) loading.* This increases the body's storage of carbohydrates.
- ☐ *Caffeine loading.* This manipulates the body to burn more fat and less glycogen.

Carbohydrate loading

Carbohydrate loading, at least a modified version of the concept first developed, is now generally accepted for energizing endurance athletes.

Carbohydrate loading research in Sweden in the 1960s indicated that the body could store more glycogen fuel if its supply was first depleted by strenuous exercise and a low carbohydrate diet and then replenished with a high-carbohydrate intake for several days before competition.

A glycogen-depleted body tends to overcompensate when a high carbohydrate diet is resumed, increasing its glycogen storage beyond its previous level.

In a controlled study (by scientists Per-Olof Astrand and Eric Hultman), subjects were tested on stationary exercise bicycles. They rode to exhaustion while working at 75 percent of their maximum oxygen uptake capacity. This stress load, beyond aerobic capacity, forced the subjects to deplete their glycogen fuel.

The subjects were placed on the three different diets in three day intervals:

Normal (50 percent carbohydrate, 32 percent fat, 18 percent protein).

High Protein and Fat (55 percent protein, 45 percent fat).

High Carbohydrate (82 percent carbohydrate, 18 percent protein).

Diet	Grams of glycogen per 100 grams of wet tissue	Average minutes until exhaustion
Normal	1.93	126
Protein & Fat	0.69	59
High Carbohydrates	3.70	189

The study revealed that the high-carbohydrate subjects were able to store about twice as much glycogen fuel and use that fuel to perform about 50% longer than subjects on a normal diet. The high-carbohydrate group lasted about three times longer than the protein-and-fat group.

Original loading programs recommended a three-day low-carbohydrate diet to keep the system deprived following a strenuous glycogen-depleting workout. This was then followed by three mild-exercise days on a high-carbohydrate diet to replenish and increase the glycogen stores.

This form of carbohydrate loading has been used successfully with proper supervision. It should not be practiced on a regular basis because carbohydrate deprivation is not nutritionally desirable.

In recent years many athletes have deleted the three days of low-carbohydrate intake from the program. A strenuous workout is still used to deplete the stores, but a steady high-carbohydrate diet is maintained. The athlete reduces his workouts as the competition approaches so he doesn't burn his stored glycogen. Research has shown that this approach offers almost the same glycogen boost while eliminating possible problems associated with carbohydrate deprivation.

It is important to understand that the term carbohydrate loading does not mean stuffing in extra carbohydrates. Nutritional intake isn't necessarily increased, it's just rearranged. Quality carbohydrates (the complex type found in vegetables, fruits, and grains) should be favored while sugar calories are avoided.

The average body can store about 350 grams of glycogen. (Approximately one-third as liver glycogen, with less than five percent as glucose in body tissue.)

This glycogen offers about 1400 calories (four calories per gram). Running at a five-minute-mile pace burns about 1200 calories per an hour, but a significant portion of that is fat fuel. Marathoners tend to deplete glycogen storage in their legs at about the 20-mile mark.

Mild carbohydrate loading should be begun at least 48 hours before competition. Switching to a high-carbohydrate diet the day before competition will not offer much advantage. Also be aware that carbohydrate loading is best suited for athletes who perform at least one and a half hours.

Caffeine loading

Increasing glycogen storage is one way to improve performance. Retarding the use of glycogen is another. Increasing the level of free fatty acids in the blood allows the body to conserve its limited glycogen supply by burning the extra fat.

In researching how to preserve glycogen, Dr. David Costill of Ball State University likened the body to a motor with two gas tanks containing high octane (glycogen) fuel and regular (fat) fuel. He searched for a way to run the regular fuel longer to save the premium.

His research found that caffeine (found in coffee) increases the blood's fat level. (Heparin also has the same effect.) Two cups of black coffee (or one cup, double-strength) taken 30 to 60 minutes before exertion was found effective.

After publication of an article on caffeine loading in a national running magazine, Costill later revealed (in a professional journal) that he had second thoughts about the subject. He was concerned that his findings were considered an endorsement of the use of a stimulant to improve performance rather than the reporting of physiological research.

Distance runners, especially marathoners who deplete their carbohydrate fuel during competition, have had promising results with caffeine loading. (Research indicates that increasing caffeine intake above recommended levels produces negative results.)

Still, many experts are not ready to accept caffeine loading without additional research.

CYCLE NEWS®

1985 RACE EVENTS CALENDAR.

HONDA

FOLLOW THE LEADER

AMA/Camel Pro Series

2/8	TT/Houston, TX
2/9	ST/Houston, TX
3/8	RR/Daytona Beach, FL
3/30	TT/Gardena, CA
4/13	Mile/Sacramento, CA
5/4	ST/San Jose, CA
5/5	Mile/San Jose, CA
5/11	HM/Gardena, CA
5/19	RR/Sonoma, CA
5/26	Mile/Springfield, IL
6/1	HM/Louisville, KY
6/9	RR/Elkhart, IN
6/16	RR/Loudon, NH
6/21	TT/Hinsdale, IL
6/23	RR/Pocono, PA
6/29	HM/Lima, OH
7/14	RR/Monterey, CA
7/27	Mile/DuQuoin, IL
8/4	RR/Lexington, OH
8/11	TT/Peoria, IL
8/16	HM/Hamburg, NY
8/24	Mile/Indianapolis, IN
8/25	Mile/Indianapolis, IN
9/1	RR/Brainerd, MN
9/1	Mile/Springfield, IL
9/8	Mile/Syracuse, NY
9/15	Mile/San Jose, CA
9/21	HM/Gardena, CA
9/29	Mile/Sacramento, CA

AMA Grand National Championship Motocross Series

1/26	SX/San Diego, CA
2/2	SX/Anaheim, CA
2/8-9	SX/Seattle, WA
2/23	SX/Atlanta, GA
3/3	Nat'l/Gainesville, FL
3/9	SX/Daytona Beach, FL
3/31	Nat'l/Sacramento, CA
4/13-14	SX/Pontiac, MI
4/20	SX/Houston, TX
4/27	SX/Dallas, TX
5/4	SX/Orlando, FL
5/18	SX/Pasadena, CA
5/26	Nat'l/Mt. Morris, PA
6/2	Nat'l/Atlanta, GA
6/8	SX/Chicago, IL
6/16	Nat'l/Denver, CO
6/23	Nat'l/Los Angeles, CA
7/7	Nat'l/Buchanan, MI
7/27	Nat'l/Binghamton, NY
8/11	Nat'l/Millville, MN
8/18	Nat'l/Washougal, WA

AMA Superbike/Pro-Am Road Racing Championship Series

3/10	Daytona Beach, FL
4/27-28	Willow Springs, CA*
5/18	Sears Point, CA
6/8	Elkhart Lake, WI
6/15	Loudon, NH
6/22	Pocono, PA
7/13	Monterey, CA
8/3	Lexington, OH
8/17-18	Portland, OR*
8/25-26	Sonoma, CA*
8/31	Brainerd, MN
10/19-20	Daytona Beach, FL*

*Pro/Am

AMA National Championship Enduro Series

2/17	New Idria, CA
2/24	Whitmire, SC
4/21	Pozo, CA
5/5	Traverse City, MI
5/12	Roselawn, IN
5/26	Tillamook, OR
6/2	Klamath, CA
8/11	Speedsville, NY
8/18	Moorestown, MI
9/15	Lynnville, IN
10/20	McArthur, OH
10/27	Bear, DE

AMA National Championship Hare Scrambles Series

3/3	Lake Wales, FL
3/17	Olympia, WA
3/24	Cadiz, KY
4/14	Redding, CA
4/28	Hurricane Mills, TN
5/19	Bruceton Mills, WV
6/16	Hailey, ID
6/30	St. Johns, PA
9/1	Millville, MN
10/13	Lancaster, OH

AMA Reliability Trials/ ISDE Qualifier Series

3-30/31	TBA
6/8-9	Rose City, MI
6/22-23	Spur, TX

AMA/NATC National Observed Trials Championship Series

4/13	Muenster, TX
4/14	Sand Springs, OK
5/25	Winchester, TN
5/27	Pigeon Forge, TN
6/1	E. Greenwich, RI
8/24-25	Donner Pass, CA
8/31	Bozeman, MT
9/2	Salt Lake City, UT

SCORE/HDRA Off-Road Series

2/1-3	Parker, AZ
3/1-3	Laughlin, NV
3/29-31	Lucerne Valley, CA
6/7-9	Baja, Mexico
7/5-7	Barstow, CA
8/16-18	Riverside, CA
9/6-8	Las Vegas, NV
11/8-10	Baja, Mexico
12/6-8	Las Vegas, NV

GNC National Championship Final

3/9-10	Lake Whitney, TX

NMA Grand National Championship Final

8/4-11	Ponca City, OK

AMA Amateur Motocross Final

8/14-17	Hurricane Mills, TN

National Drag Racing Championships NMRA/NHRA

3/16-17*	Gainesville, FL
5/25-26*	Baton Rouge, LA

CYCLE

AMERICA'S WEEKLY M

1985 Event

HO

FOLLOW

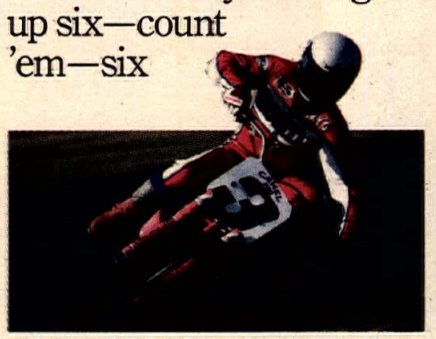
Last year we really got put in our place: first.

Number one in racing.

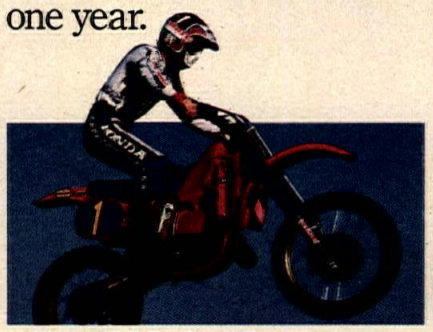
We did it by racking up six—count 'em—six National Championships.

That's more championships than any manufacturer has ever won in one year.

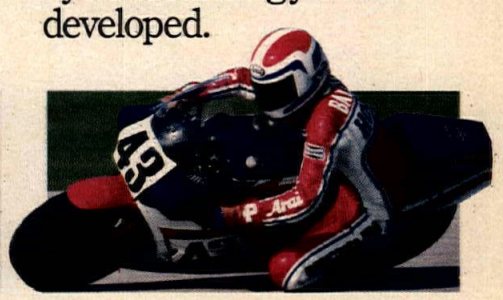
How did we do it? With a lot of hard work. Aggressive riding. And the most advanced, reliable motorcycle technology ever developed.



Grand National Champion, Ricky Graham



Grand National Motocross Champion, David Bailey



Formula One Champion, Mike Baldwin

NEWS®
TORCYCLE NEWSPAPER

Calendar

NDA
E LEADER

6/1-2	Warner Robbins, GA
6/22-23	East Haddam, CT
7/TBA	Columbus, OH
7/13-14*	Englishtown, NJ
8/31-9/2*	Indianapolis, IN
10/5-6	Atco, NJ
10/19-20*	Pomona, CA

*Pro Stock Only

IDBA

4/13-14	Gulfport, MS
5/18-19	Louisville, KY
6/15-16	Cincinnati, OH
7/13-14	TBA
8/10-11	Norwalk, OH
9/14-15	TBA
10/12-13	Gulfport, MS

World Championship Road Race Series

3/23	South Africa
5/5	Spain
5/19	Germany
5/26	Italy
6/2	Austria
6/16	Yugoslavia
6/29	Holland
7/7	Belgium
7/21	France
8/4	England
8/11	Sweden
9/1	Italy

World Championship Endurance Road Race Series

6/9	Italy
6/23	Austria
7/28	Japan
8/17-18	Belgium
9/8	Germany
9/14-15	France

World Championship MX Series

125cc

4/14	Holland
4/21	Italy
4/28	Belgium
6/2	France
6/9	Yugoslavia
6/16	Czechoslovakia
6/30	San Marino
7/7	Germany
7/14	Finland
7/28	Portugal
8/18	Argentina
8/25	Brazil

250cc

3/9	South Africa
4/14	Switzerland
4/21	Austria
5/5	Italy
5/12	Belgium
5/19	Czechoslovakia
6/16	France
6/23	Spain
7/14	NEW BERLIN, NY
7/21	Holland
8/4	Russia
8/11	Germany

500cc

4/14	Austria
4/21	France
5/5	Sweden
5/12	Finland
6/2	Italy
6/9	Spain
6/16	Holland
6/30	CARLSBAD, CA
7/14	England
8/4	Belgium
8/11	Luxembourg
8/25	Switzerland

Sidecar

3/31	West Germany
4/14	France
4/28	Britain
5/5	Finland
5/12	Sweden
5/19	Holland
6/2	Switzerland
6/23	Belgium
8/18	Austria
9/15	Italy

World Observed Trials Championship Series

2/24	Spain
3/10	Belgium
3/17	England
3/23	Ireland
4/14	France
6/2	GREENWICH, RI
6/16	Austria
6/23	Poland
8/25	Finland
8/31	Sweden
9/8	Switzerland
9/15	West Germany

World Speedway Championships

6/15	Pairs Rybnik, Poland
8/10	Team LONG BEACH, CA
8/31	Individual Bradford, England
9/15	Long Track Korskro, Denmark

Other Major Events

3/2-3	Team Ice Racing World Championship Inzell, West Germany
3/9-10	Individual Ice Racing World Championship Assen, Holland
5/6-11	Scottish Six Days Edinburgh, Scotland
6/1-7	Isle of Man RR Isle of Man
6/29	Formula One TT Assen, Holland
7/7	Formula One TT Vila Real, Portugal
7/14	Formula One TT Montjuic, Spain
8/17	Formula One TT Dundrod, Ireland
8/25	Sidecar-cross Des Nations Streatley, England
9/1	Formula One TT Zolder, Belgium
9/8	Motocross des Nations Gaildorf, West Germany
9/29	Trial des Nations Canzo, Italy
9/29	Formula One TT Hockenheim, West Germany
9/30-10-5	ISDE Alp, Spain

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At Honda, we're proud to be making more than great motorcycles. We're proud to be making history.

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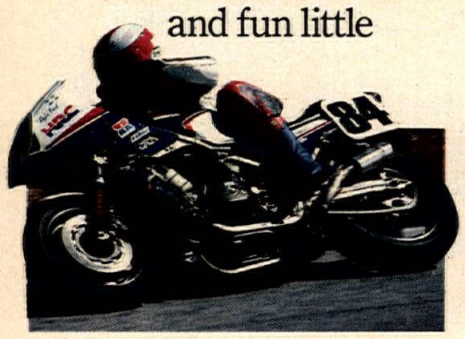
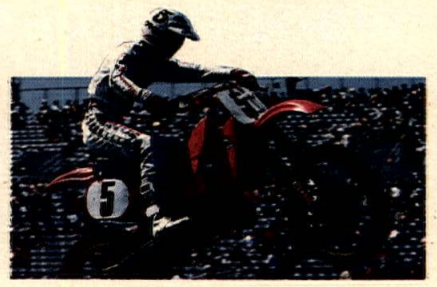


Superbike Champion, Fred Merkel

500 National Champion, David Bailey



Supercross Champion, Johnny O'Mara

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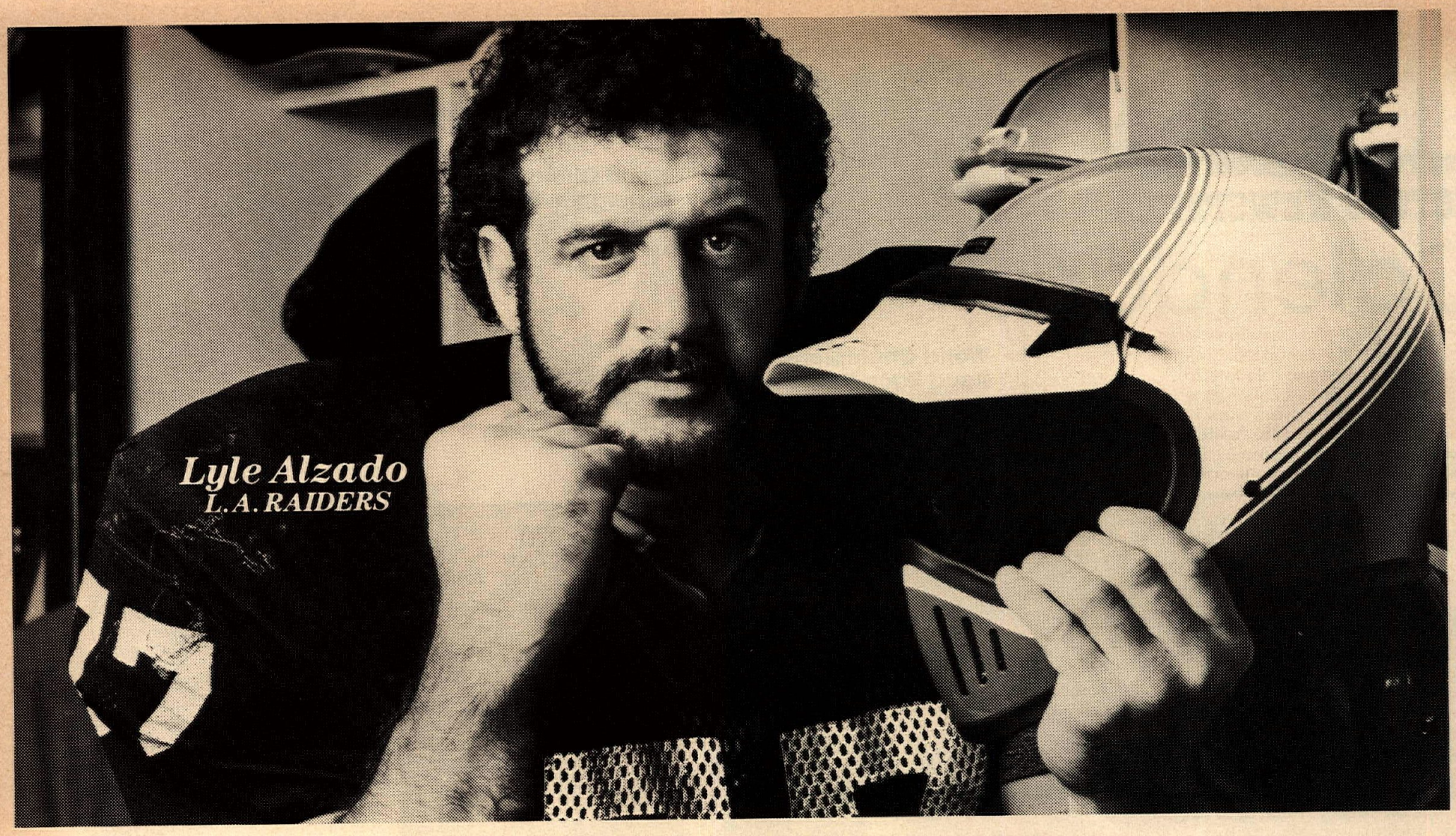

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If I get hurt on the field, I can't make the play. So I protect myself. And that goes double for off-road riding.

Out on the trail, things happen even faster than they do on a football field. So you've gotta protect yourself.

Always wear a helmet, a good pair of boots, gloves and eye protection. Make sure your machine is in good operating condition. Never drink when you ride. Think safety.

Because not protecting yourself when you ride, is like lining-up against me without a helmet.

And I don't think you'd want to do that.

For more information, a free riding instruction booklet and brochure, contact your local Honda dealer.

HONDA

WINNERS RIDE SAFELY.

ALWAYS WEAR A HELMET AND EYE PROTECTION.

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One drawback may be the fact that caffeine is a stimulant. Some sports ban or limit the use of stimulants. Caffeine increase metabolism, increases the resting heart rate, may increase blood pressure, tends to constrict blood vessels in the head, and reduces appetite. While caffeine does quicken nervous/muscle system communications it also can produce nervousness. Caffeine may create a reliance in its users. Caffeine also tends to increase urine production which contributes to dehydration in hot weather. And drinking a hot beverage on a hot day places additional demands on the body's cooling system.

Caffeine is also found in tea, candy, stay-awake pills, and cola soft drinks. (The FDA requires a cola identification for any soft drink containing caffeine.) Compared to coffee, tea contains about half as much caffeine, soft drinks contain about one-third as much.

Caffeine loading does appear to offer an edge to a serious endurance athlete, but not one that should be utilized without considering all the factors involved with stimulant use.

Sugar loading

Avoid sugar loading before competition. Food or drink with a high sugar content can provide an energy surge about 30 minutes after ingestion, but this is often followed by a longer lasting energy drop.

Sugar intake triggers the release of insulin from the pancreas. Insulin lowers the sugar content of the digestive system and also reduces the amount of glucose (blood sugar) released from the liver.

This lowering of blood sugar (known as rebound hypoglycemia) can create the blahs. Symptoms are weakness, dizziness, or headache. Rebound hypoglycemia may also trigger an urge to eat to correct the lower blood sugar condition created — paradoxically — by eating sugar. For this reason, it's best to avoid quick sugars like candy, honey, soft drinks, or even athletic drinks (which contain glucose) before competition.

However, once strenuous exertion begins, sugar-replacement foods (preferably fruit and diluted athletic drinks) may be ingested for glucose and mineral replacement.

Athletic diet don'ts

Smoking: Mounting evidence indicates that smoking, especially cigarette smoking, is harmful to the health. One study reports that smoking doubles the chance of dying before age 65. Another study indicates that a physically active non-smoker is nine times less likely to die of a heart attack than a smoker. A one-pack-a-day habit is estimated to reduce life expectancy seven to 10 years.

Aside from the health aspects, smoking is harmful to athletic conditioning and performance because of its affect on oxygen utilization. One study showed that 10-15 puffs on a cigarette creates a significant decrease in oxygen handling capacity.

Drugs: While some stimulants do provide quick energy, their negatives far outweigh any gains. Whatever goes up must come down. The amphetamine high which produces hyperactivity and, sometimes, aggressive feelings, is often followed by depression.

Speed impairs the user's judgment, but he doesn't know it. He thinks he's performing better, but numerous tests indicate the opposite. In particular, amphetamines tend to affect the ability to make instant decisions.

Speed users can develop systems similar to those of alcoholics. Dependency. Nerves. Headaches or upset stomachs. Increased heart beat, especially in hot weather, is another symptom, one that can prove fatal.

The amphetamine user may also suffer more serious injuries because he is less sensitive to pain. He'll be more inclined to continue because his body can't warn him properly. Amphetamines also tend to retard recovery from injuries.

Depressants (barbituates) should not be used to calm the nerves because they depress physical activity.

Steroids: The use of anobolic steroids is controversial. Steroids do seem to allow quicker recovery after maximum stress by accelerating the healing process. This allows weight exercisers to subject their bodies to heavier and more frequent stresses. For this reason, many weight lifters, body builders, field athletes (such as shot putters), and footballers do use steroids.

Steroids also increase water retention in the body, allowing the body to add bulk quicker. But steroids do not increase tendon integrity as they permit increases in muscle strength. This can lead to problems with strains and bone fractures.

Steroids seem to offer little or no advantage to an aerobic athlete or any athlete who isn't pushing his strength training to the limit.

Possible dangers attributed to steroids include liver damage, intestinal bleeding, atrophy of the testicles, increased heart attack risk, retardation of growth in young athletes, increased blood pressure, and stimulation of masculine traits in females.

Somatrophin: This human growth hormone is favored by some athletes for muscle building. The athletic application of the drug is quite recent. Somatropin, which is difficult to detect in the body, is not currently banned by international athletic organization, mainly because there isn't sufficient evidence regarding its possible negative effects.

Somatropin, like steroids, should be avoided. Only the most serious strength athletes should even consider its usage, and then only with proper medical supervision.

Alcohol: The American Dietetic Association does not recommend the use of beer, wine, or any alcoholic beverage as a source of calories, as a muscle relaxant, or as an ergogenic (energy producing) aid. Beer and wine do contain some carbohydrate energy, but alcohol itself offers non-nutritional calories.

Alcohol is a depressant of the central nervous system. Its use slows reaction time, impairs coordination, and increases fatigue. Alcohol can also accelerate dehydration, interfere with liver glycolysis, and possibly cause an irregular heart beat if consumed before physical exertion.

Soft drinks: Avoid soft drinks as a source of fluids or energy during competition, especially on hot days. The high sugar content can contribute to rebound hypoglycemia.

Many soft drinks contain caffeine, a stimulant which may affect performance.

Low calorie soft drinks are often high in sodium (salt) which should be avoided during exertion, especially in hot weather.

Soft drinks may also contribute to muscle cramps in some individuals if consumed in hot weather or at high altitude. ●

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If any portion of this Release, Assumption of Risk and Indemnity Agreement is held invalid, the balance shall notwithstanding continue in full legal force and effect.

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PHOTOS BY TOM VAN BEVEREN

The LeMans-style starts on the rain-slick Adelanto streets had the riders run to their bikes, fire them up, and head out on the course.

Kenny Parry (2) and Randy Norman (20) fly over the water jump together in the Unclassified race. Parry went on to win, with Norman second.

5th Annual Adelanto Grand Prix

Cold gold at Adelanto GP

By Anne Crawford

ADELANTO, CA, FEBRUARY 2-3

More than 500 motorcycles took to the streets of Adelanto for the running of the fifth annual Adelanto Grand Prix, hosted by the Desert Vipers M.C.

Racers competed on a seven-mile Grand-Prix-style course, which consisted of desert, motocross and scramble sections, and almost three miles of pavement, including a high-speed run down Adelanto's main street, which was closed for the two-day event.

Weather conditions on Saturday led to some exciting racing, with sleet and snow falling on and off throughout the day, making the pavement sections dangerously slick and visibility almost impossible. Many racers discarded their fogged-up goggles, only to be blinded by the stinging mud and freezing rain, and there were a lot of very red eyes at the finish line.

Saturday

Saturday's first event was the Senior race, which got off to a cold start at 8:00 a.m. The races began with a Le Mans start — bikes lined up along one side of the main street and riders on the other. It was a sprint to the bike, a quick kick, then a drag race down the main street, round the corner onto the dirt and over the water jump.

Jim Bringhurst thundered off in the lead in the Senior Amateur/Expert class and stayed out in front for the rest of the four-lap race, opening up a sizeable lead on the rest of the field.

"He just kept getting further and further away," said second place finisher Rick Hall, who followed Bringhurst throughout the race. "I just couldn't catch him." Al Guzman of the Invaders, who was third off the line, held on for a third place finish at the end of the race.

Bill Misener on a ProTec-prepared TT600 led off the start in the Senior Novice/Beginner race and held a strong lead until mid-way through the second loop. "A guy hit me on the back straight," said Misener. "It was one of the amateurs that I was trying to pass. He took my wheel out from under me on the asphalt and I slid forever. Then I found I'd jammed the shifter in and couldn't get the bike out of fifth gear."

Misener stopped to re-arrange his shifter, letting Ed Denbow and Jim Hammon through to fight it out for first place. Denbow finished first by a narrow margin, covered with mud and with very sore eyes. "I thought it was great," he said, "If I could just have kept the snow out of my eyes. I couldn't wear my goggles — they just froze up. But your eyes sure hurt without them. Someone went down in front of me off the start at the mud hole too, and I just ran right over him. I couldn't help it. Then I went down as well. What a mess!"

David Judd, who had also squeaked by Misener while he was making repairs, held out for a third place finish.

The second race of the day was the Unclassified division, which proved to be a neck-in-neck battle between Kenny Parry's Yamaha and Randy Norman's Honda, and provided quite a show for the growing crowd of spectators that had gathered at the water jump. Parry held the lead for most of the race, but lost it to Norman over the water jump in the last lap.

"I finally got him on the jump," said Norman, "but then I had to stop for gas and he went by. I fueled when I was going down the straight riding wide open, but I'd still lost enough time for him to draw out a bit. Then I ran into a tree down there too, which didn't help."

Parry, who credited his win to the turtle tank on his bike, said he was riding in the Unclassifieds to check out the course for Sunday's 250 Expert class. "It was a practice ride. I wasn't out to break the bike," he said. "I'd like to thank Granada Yamaha. Their help made me finish."

Third home in the race was Steve Parry, the race winner's brother. "All three of us are Rovers," he said. "First, Second and Third. You could say the Rovers had a good day."

The sun finally started to break through for the third race of the day, a special event for members of the Old Timer MX Club. It was a wire-to-wire race for Bob Dalgren, who stretched his lead out to about ¾-mile by the finish.

Dennis Rosenberg, who was third off the start, fought his way into second, and built up another ¾-mile lead over third-placed Tom Widick. Fourth place finisher and first Novice home was Bob Misener.

The 175cc class was combined with the women's race, for a large split start. John Ray took the lead off the Amateur/Expert start, with Duane Summers on a Cagiva and John Braasch on a Kawasaki in hot pursuit. But after holding off the competition throughout the race, Ray did not appear at the checkered flag. It was Summers followed by Braasch, with Keith Senn piloting his KTM into third place.

"I'd pass the leader in the rough stuff," said Summers. "The whole trick to the back part was to get off the trail and just crash through all the bushes. You smoke them like that."

"But his bike was faster than mine, and he was pulling me on the straights and getting away," he said. "I got past him at the end when he was stopped and pushing. I don't know what happened."

Summers rode back on the course after the finish to tow Ray in to the end of the race. "I ran out of gas," said Ray. "We filled it to the top and I figured I wouldn't need to pit, but I was wrong. It was pretty good of him to come back and tow me in. It would've been a long push."

Third-placed Keith Senn came in streaming yards of plastic from his roll-offs. "My goggles started fogging up real bad and I couldn't see nothing," he said. "I took my roll-offs off and they must've caught on a bush. They started pulling on my goggles real bad, and I guess they just all unwound."

First woman home off the Amatuer/Expert start was Joanna Brownell.

The Novice/Beginner race in the 175cc class was a runaway victory for 14-year-old David Alford on a Kawasaki 125, who led throughout the race. Second place went to Bill Crawford, one of many riders to seize on the fast sections of the course.

The real battle of the race was for third place. It started out in the hands of woman Novice Toni Marcdante, but after a four-lap struggle, was taken by Tom Wells on a KTM, with David Donoho in fourth place, also taking the honors as first Beginner home.

Toni Marcdante went on to take first overall in the Novice Women's class. "I got a good start and was third over the jump," she said. "The tips of my fingers froze on the first lap and hurt so bad — but you can't stop for that." Second woman Novice home was Deana Tomkinson, who was one of the riders suffering from asphalt-rash at the end of the race. "I fell off where the dirt goes onto the pavement," she said, "And as I fell, I fell forward onto the pavement — right into the street. That hurt. Pavement is definitely not as soft as dirt when you fall."

The Vets race had Saturday's biggest turnout, with about 100 bikes lined up on the start. Jim Fishback started out in the lead off the Amateur/Expert start, but seized his Honda XR500 on one of the straights and finished third overall.

Fishback's misfortune let closely-following Mike Martin through to take the win. "What a jump," he said after the race. "I hit my chin on the handlebars going over it the first time. That knocks the wind out of you." Martin was followed in by Mike Fitzgerald of Desert M.C., who was also the first 250 home. "That was a tough course — real high speed and real bumpy," he said. "But that's the way I like it. The rougher the better for me."

First Novice home was Bob Alvis on a Husky 500. "It was a little cool, but it didn't snow during the race, so that's OK," was his only comment. Second-placed Novice Steve Evers said he loved the pavement straights. "I had this thing out at about 110 — it felt great," he said. But no-one was more pleased with his finish than the third-place finisher, Chuck Lennox. "I've been riding for years and never won anything," he said. "I actually led the Novices for two laps before I fell. It was scary — I was all by myself out in front and I didn't know what to do!"

Only six riders turned out for the last race of the day — the Mini class, which was an easy victory for Nicky Pounds on a Suzuki. Pounds opened up a 5.5-minute lead over second placed Tim Warden by the end of the race.

Sunday

The 250 class led off Sunday's racing 15 minutes behind schedule, after a delay to allow church services near

Adelanto's main street to conclude. The tussle for the 250 Amateur/Expert win featured a determined ride by Eric Hallgath, who struggled up through the pack to take the win after a fall on the pavement in the first turn.

There was a battle for second place too, with Eddie Ogden coming in with a finishing spurt to take the flag ahead of Nick Young, while two of the other top contenders ran out of gas on the last loop and had to push their bikes in.

Once the Novice/Beginner riders settled down off the start, the race was in the hands of Brad Eyre on a KTM all the way. Brad was well pleased with his victory, especially, he said, after not riding for about nine years.

Jim Brown streaked past Steve Mazzei right on the finish line to take second in the Novice/Beginners. "The two of us had a great race — fought it out all the way round," said Brown. "The only thing I didn't like about the race was falling off on the pavement. I don't like pavement on a motocross bike because of the knobby tires. You don't have any traction."

The second race of the day was a special event for the 30-and-over members of the Over The Hill Gang. Earl Shuler led for most of the race, but was pipped at the post by Rick Hall. "I passed him out there in the boonies," said Hall. "The course was a little rougher than it was on Saturday, but it was a lot warmer too." Greg Humber rode his way into third, complaining about the straights. "My only problem was that I didn't bring enough gears for the fast bits," he said after the race.

The Open bikes provided some of the most spectacular racing of the Grand Prix, with a neck-in-neck battle all the way between Ted Hunnicutt, Randy Norman, and Dan Ashcraft, who was still recovering from Score's Parker 400 Desert race the day before. Norman came through to win, with a record three pits. "I had to pit three times during the race," he said. "Yesterday I ran out of gas and lost the race — I wasn't going to do that again." Ashcraft crossed the finish in second after losing his brakes early in the race and plowing through the banner on the first corner. "I lost my brake rod three times and had to stop and put it on," he said. "And my arms pumped up real bad on the start too."

Ted Hunnicutt took third on his Yamaha. "I thought the course was real rough," he said. "I'm trying to recover from a crash last weekend and this course hurt." First Amateur home was Brian Harris, on a Honda.

All three top riders in the Open Novice/Beginner class complained that the course was rough. "I went over the bars in the back section," said first-place Terry Altman. "It was real choppy back there." Mike Campeau stormed through in the last lap to steal second from Matt Schweitzer's Husky. "I race desert," said Schweitzer. "I was scared to even enter because of the street sections. The start was bad too — people were everywhere."

Adelanto City Councilwoman Mary Scarper said the Grand Prix had the full support of the local community, and that she would like to see it back next year. "You wouldn't be here if we didn't want the race," she said. "We have to hold public hearings on this and we didn't have one citizen object to it. It generates a lot of money for a small city."

Race co-ordinator Bob Tartter said the Desert Vipers were pleased with the weekend, but a little disappointed with the turnout. "We had a lot of guys turned back at the Cajon Pass because of the snow and that hurt our turnout," he said. "But you wait. I bet this will be the biggest race in California in a couple of years. Where else do motorcycles get to race right through town? Motorcycle riders deserve to be on the main street, not on some little back street." •

The transition from dirt to pavement made for tricky going — knobby tires don't cling to pavement.

Unofficial Results

Saturday Program

SR AM/EX: 1. Jim Bringhurst (Hus); 2. Rick Hall (Yam); 3. Al Guzman (Suz).

SR NOV/BEG: 1. Ed Denbow (Yam); 2. Jim Hammon (Hus); 3. David Judd (Hus).

UNCLASSIFIED: 1. Kenny Parry (Yam); 2. Randy Norman (Hon); 3. Steve Parry (Yam).

0-175 AM/EX: 1. Duane Summers (Cag); 2. John Braasch (Kaw); 3. Keith Senn (KTM).

0-175 NOV: 1. David Alford (Kaw); 2. Bill Crawford (Yam); 3. Tom Wells (KTM).

0-175 BEG: 1. David Donoho (Hus).

WOMEN EX: 1. Joanna Brownell (Hus); 2. Vicki Scott.

WOMEN NOV: 1. Toni Marcdante (Yam); 2. Deana Tomkinson (Kaw); 3. Toni Hayes (Hon).

OT MX CLUB: 1. Bob Dahlgren (Hon); 2. Dennis Rosenberg (Hon); 3. Tom Widick (Suz).

VET AM/EX: 1. Mike Martin (Hus); 2. Mike Fitzgerald (Hus); 3. Jim Fishback (Hon).

VET NOV/BEG: 1. Bob Alvis (Hus); 2. Steve Evers (Hon); 3. Chuck Lennox (Mai).

MINIS: 1. Nicky Pounds (Suz); 2. Tim Warden (Kaw); 3. David Ondas (Yam).

Sunday Program

250 AM/EX: 1. Eric Hallgath (Hon); 2. Eddie Ogden (Yam); 3. Nick Young (Yam).

250 NOV/BEG: 1. Brad Eyre (KTM); 2. Jim Brown (Yam); 3. Steve Mazzei (Yam).

OTHG: 1. Rick Hall (Yam); 2. Earl Shuler (Yam); 3. Greg Humber (Yam).

OPEN AM/EX: 1. Randy Norman (Hon); 2. Dan Ashcraft (Hus); 3. Ted Hunnicutt (Yam).

OPEN NOV/BEG: 1. Terry Altmann (Hon); 2. Mike Campeau (Yam); 3. Matt Schweitzer (Hus).

PHOTOS BY REX REESE

Craig Hamilton (above) went 3-4 in the 125cc Jr. first division. (Below) Jeff Healy (Hon) was the 500cc Jr. victor with a 1-2 ride.

CMC/Skoal Bandits Golden State Amateur MX Nationals: Round 5

Miller, Matiasevich, Gaddis score amateur wins

By Rex Reese

HURON, CA, FEB. 2-3

Almost 200 amateur-class riders had to endure two days of chilly temperatures, a challenging race track, and even a few raindrops as the Continental Motosport Club (CMC) Skoal Bandit Golden State MX Nationals reached the fifth round of racing at Huron Motorcycle Park.

Saturday's action saw 250cc Intermediate second division points leader Jeff Matiasevich (Kaw) strengthen his lead with a 1-1 sweep over class rival Jeff Mabery (Kaw), who went 2-2. On Sunday, Jon "The General" Miller (Yam) thrashed the Vet Masters in both motos to overtake series leader, former 250cc National MX Champion Gary Jones (Hus). Up until now Jones had won every Vet Master moto run; this was Miller's first victory of the series.

One of the highlights of Saturday's amateur racing was watching Jimmy Gaddis taking on the pack in the 80cc 12-16 Intermediates. The first moto had Gaddis in the lead on the first lap, with Chris Young (Yam) second and Darren Gallagher (Hon) third. At the end of the first lap Young was in hot pursuit and Gaddis was trying to shake him off, but to no avail. Then, while going over a double jump, Young almost looped out, allowing Gallagher to move into second. On the white-flag lap, Gaddis rode unchallenged, but Gallagher had to defend against Swanson who was moving up fast. On the last lap, Swanson passed Gallagher for second with the Honda rider taking third.

The second moto had Gaddis once again in the lead, followed by Swanson, Bitner and Tommy Clowers (Hon). Gaddis soon opened up a big lead, but it was cut down on lap five when he experienced a get-off, putting Swanson within striking distance. But as the moto wound down, Swanson was out of action, and Bitner moved up to fill in. At the finish it was Gaddis by five seconds over second-placer Bitner for second overall; third was Clowers with third overall.

The first 250cc Intermediate division two round saw Matiasevich leading, with Mabery and Pierce following. It soon became a no-contest situation as Matiasevich pulled out the stops and smoked it to the checkered flag before anybody else could figure out what had happened. Maybery finished the first moto in second with Pierce third and Mick Elsberry (Yam) fourth.

When the second moto launched, Alan Pierce (Kaw) took the lead, followed by Matiasevich, Pat Sparks (Hon) and Mabery. Mabery got by Matiasevich to take third, but they reversed positions shortly after that. A couple of laps later Matiasevich was in second and began breathing down Pierce's neck for the lead. Half a lap later, as they went through a sweeper, Matiasevich went into the lead. At this point Mabery slipped back to sixth behind Frankie Brundage (Kaw), but he overtook Brundage and Sparks for third. On the last lap, Matiasevich rode conservatively to the win with Pierce battling Mabery for second. On the last turn before the finish, Mabery roosted by to finally take second, and Pierce ended up third.

Sunday's amateur competition was little more than a trail ride for Miller as he easily blasted into the lead of the Vet Masters both motos. Miller was able to handle the doubles and other difficult terrain almost as well as the young guys, and he finished each round with substantial margins. Riding in second both rounds was Paul Huebert (Yam) who maintained a consistent pace all day. Steve Ferroni (Yam) was also steady on the gas with 3-3 for third overall. •

Results

60 0-8: 1. Jeff Willoh (Kaw); 2. Brad Shultz (Kaw); 3. James Reyes (Kaw).
60 9-11: 1. Jesse James (Hon); 2. Pete Piantanidan (Kaw); 3. Jacob Swain (Kaw).
80 BEG: 1. Jeremy Albrecht (Kaw); 2. Scott Connelly (Kaw); 3: David Parker (Yam).
80 JR 9-11: 1. Titus Smith (Yam); 2. Torey Rolland (Kaw); 3. Mike Corry (Suz).
80 JR 12-16: 1. Doug Huston (Yam); 2. Pat Weide (Yam); 3. Guy Deckert (Kaw).
80 INT 9-11: 1. Jimmy Button (Hon); 2. Buddy Atunez (Suz); 3. Butch Smith (Suz).
80 INT 12-16: 1. Jimmy Gaddis (Kaw); 2. Mike Bitner (Yam); 3. Tommy Clowers (Hon).
125 BEG: 1. Brian Yorton (Hon); 2. Michael Loftus (Kaw); 3. Alex Jeno (Suz).
125 JR DIV 1: 1. Kevin McCrory (Kaw); 2. Jimmy Taylor (Hon); 3. Craig Hamilton (Kaw).
125 JR DIV 2: 1. Todd Saylors (Kaw); 2. Jimmy Lewis (Kaw); 3. Dax Billings (Yam).
125 INT: 1. Mike Kiedrowski (Kaw); 2. Jeff Matiasevich (Kaw); 3. Ty Davis (Hon).
250 BEG: 1. Chuck Hageman (Hon); 2. Scott Hyde (Suz); 3. Robert Lee Chew (Yam).
250 JR: 1. Greg Smith (Kaw); 2. Darrin Hoeft (Hon); 3. Stacy Magorian (Hon).
250 INT DIV 1: 1. Jeff Reynolds (Suz); 2. Tim Whitlock (Hon); 3. Brad Toms (Kaw).
250 INT DIV 2: 1. Jeff Matiasevich (Kaw); 2. Jeff Mabery (Kaw); 3. Alan Pierce (Kaw).
500 BEG: 1. Jeff Bragia (Hon); 2. Jess Ochoa (Hon); 3. David Gentry (Hon).
500 JR: 1. Jeff Healey (Hon); 2. Jimmy Taylor (Hon); 3. Ed Hamilton (Kaw).
500 INT: 1. Eric Marnoch (Hon); 2. Mike Elsberry (Suz); 3. Tony Seibert (Hon).
VET JR: 1. Karel Kramer (Yam); 2. Pat Graham (Hon); 3. Ray McCaskey (Hon).
VET INT: 1. Ken Yarnell (Hon); 2. Dennis Davis (Yam); 3. Layne Castner (Hon).
VET MSTR: 1. Jon Miller (Yam); 2. Paul Huebert (Hon); 3. Steve Ferroni (Yam).
OT JR: 1. Gary Trower (Hon); 2. Gary Melvin (KTM); 3. Marsh Runyon (Yam).
OT INT: 1. Jim McCracken (Kaw); 2. Ken Feulner (Hon); 3. Max Goode (Yam).
OT MSTR: 1. Richard Schilling (Hon); 2. Carl Nelson (Yam); 3. Russ Ray (Yam).
SIDECARS: 1. P. Palfreyman/V. Palfreyman (Yam); 2. P. Whitney/S. Whitney (Yam); 3. T. Lind/D. McDowell (EML).

GSXR750

(Continued from page 15)

I pit and try to adjust the suspension. I'm told that the suspension is set on maximum settings; it's clear that the technicians aren't interested in making changes. I look at the front forks and see that the anti-dive (of sorts) is set on position #1. I turn each side up to position #3, and go out again. The bike doesn't seem any better, although I have less trouble lifting and locking the rear wheel into hard-braking corners — and that may be because I've adapted to the front brakes.

* * *

The mood in the pits is a mixture of surprise and disappointment, the strength of the reaction seeming to depend upon which bike any given rider had. Matt Oxley of England's Motorcycle News finished second in the 1984 LeMans 24-hour in France; he thinks the GSXR's suspension is simply too soft and advocates increasing preload at both ends. He convinces the technicians to allow him to do so, goes out for another session, and says it helped.

An Italian who watched me wobble past in the first turn comes up to me with wide eyes and describes with both hands what the bike I rode was doing. His was the same, he said, and it was sideways every time he tried to accelerate off a corner. The instant the pegs touched the ground, his bike slid. That surprised me, because my bike never came close to dragging the pegs, but many of the Europeans, this Italian included, didn't hang off in corners.

My next session had me scheduled for a Canadian model, with round, streamlined-mirrors and black-and-red paint. Several engineers had asked me how I liked the first bike, and I think they read more in my face than I said in my words. Mr. Yokouchi, the top man on the scene, immediately examined the bike I was to ride and declared that I must wait for new tires to be installed. No way did I want to be scuffing-in new street tires on the frigid pavement, I said. Don't change the tires.

No, replied Yokouchi. We must replace the tires. You must wait.

I waited.

* * *

It takes 15 minutes for the bike to reappear in the pits with new tires mounted front and rear. They're already lightly scrubbed-in; Suzuki testers must have pre-scrubbed a bunch of tires mounted on spare wheels.

I knew before I was through the first corner that this motorcycle was nothing like the last. It was stable, ran straight, didn't wobble. On the straightaway it pulled right up to 11,000 rpm in sixth gear on every lap, indicating 245 kph (152 mph) at a calculated 147 mph (radar set up part-way down the straight caught the bike at 138 mph, I'd be told later).

The bike still demanded a light touch and went through the fast left past the pits best when I stayed under the bubble and worked on being smooth. But with this one, the penalty for an abrupt move or wayward knee in the windstream was a quick twitch, not a series of twitches and wobbles, and the bike felt much more solid.

And entering the first turn at the end of the giant straight, sitting up and braking and downshifting and then driving through the corner, the bike didn't wobble or wallow and the rear end didn't oscillate up and down.

Without wobbles to worry about, I could pay attention to how the bike worked getting into and out of corners. Cornering clearance was fantastic, stability under either trailing

throttle or steady throttle to the apex was excellent, in smooth and bumpy turns alike.

This motorcycle was forgiving and friendly, and bit by bit I eased into riding it harder and harder. The seams in the straight didn't cause problems, and the cross and headwinds hit the bike without making the bars flutter.

I rode another one in the final day's test sessions, a French model with used tires, and it was almost as good as the Canadian one with new tires. The other magazine guys reported that all the bikes were good that day.

I could feel the rear tire slip and start to chatter a little in fast, trailing-throttle turns, especially those entering tighter sections of the esses. But I wasn't getting sideways off corners; no doubt warmer temperatures and a full day's traffic around the course had improved traction.

The brakes faded slightly and hadn't the day before, probably because a 90° chicane was added to a fast ess section after two riders — an American and a Belgian — fell one-after-another.

I sat up and made a lap at street speeds, and quickly was chilled to the core by the cold blast of air hitting my helmet at 100 kph (62 mph). Back under the bubble, it was warm — which may mean that a GSXR750 rider will be warmer than he wants to be on a hot summer day!

* * *

The big question was what was done to make the bikes work better, and why some worked better than others, especially on the first day of riding.

There were several theories, none conclusive. The Suzuki engineers said that all the suspension settings had been returned to standard after journalists had played with them the first day, and that solved the problem.

Which couldn't be, since the first bike I rode was the worst, and no suspension adjustments had been made before I rode it.

Graeme Crosby, present for the introduction, said that an engineer told him in confidence that part of Suzuki's internal design requirements for all models was rock-steady handlebars when the rider takes his hands off at about 40 mph; and that the profile and tire construction required to ensure that characteristic was not good for high-speed stability.

I could almost believe that; I knew that rounder-profile tires made a stock GS1100 I used to race wobble in high-speed turns even though those particular tires gave the best traction for accelerating out of corners.

But that still didn't explain why some bikes were better than others on the first day of riding.

Pops Yoshimura said that the engineers had set the bikes up to work best for what they theorized was the average weight of a westerner, as compared to the average weight of Suzuki's Japanese test riders. Nobody had actually tested the theoretical settings, he told me, and on Saturday night they put everything back to the settings their testers had found to be best.

Which didn't explain why the bikes felt too soft to start with, nor why some worked better than others.

"Can you make same baby?" Pops asked me when I wondered about that. "I have three babies and all are different."

He pointed to the GSXR750s lined up in the pits. "Same thing with these bikes."

Which is probably as close as I'll ever get to knowing the truth. ●

* * *

Next week: Inside the GSXR750 — a technical report.

Bel-Ray riders "go the distance" at the '85 Parker 400.

Winning a 400 mile desert race demands lubrication *perfection.* No team knows that better than Husqvarna. At the recent Parker 400, Dan Smith and Dan Ashcraft rode their two stroke 500XC to overall victory. Their oil? Bel-Ray, the best selling two stroke engine oil in the world.

Their teammates, Larry Roeseler and Kurt Pfieffer rode a Husqvarna 510TX four stroke machine to second place, a scant four minutes behind. After almost 5½ hours of full throttle running, their crankcase full of Bel-Ray oil, not a single lubrication problem. That's *lubrication perfection.*

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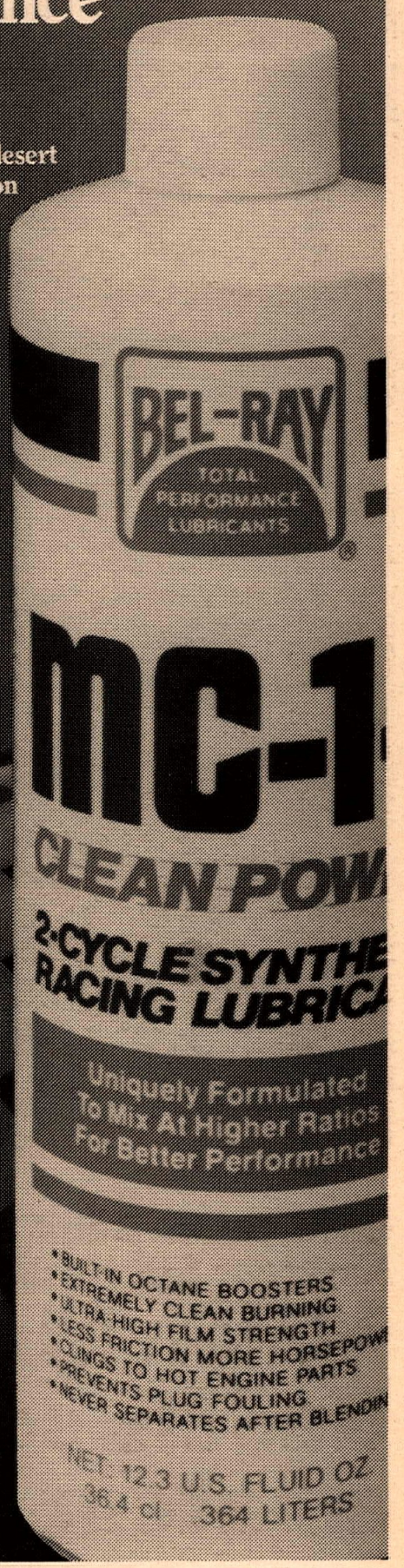

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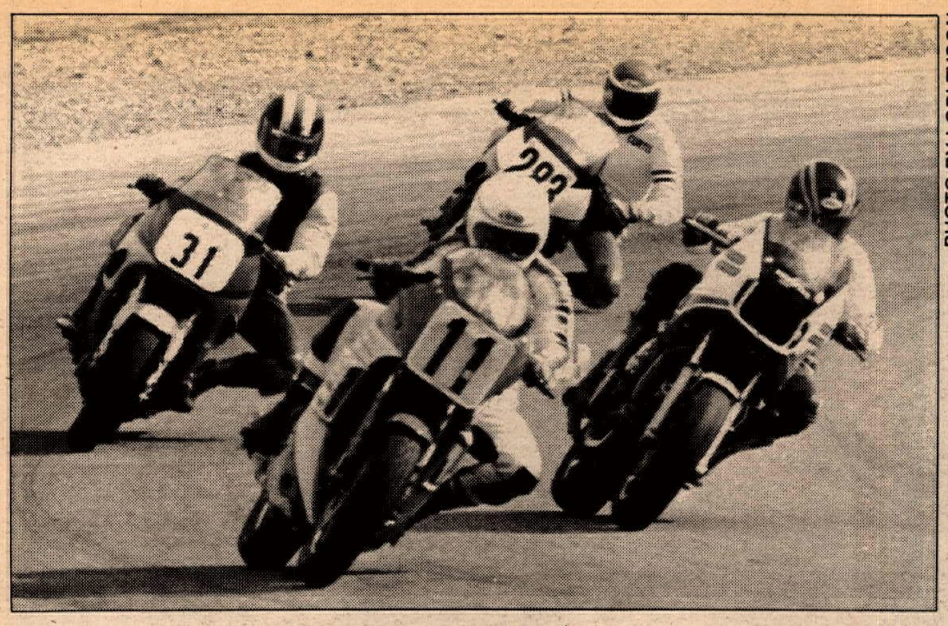

PHOTO BY LORI TYSON

(Above) Kenny Kopecky (11) leads Scott Gray (31), John Ashmead and Curtis Adams (283) in the Open Mod Production class at Willow Springs. (Below) DeAnza Vet Master winner Jon Hall.

PHOTO BY NATE RAUBA

PHOTO BY TIM WALKER

Kevin Norton was second in the Expert class at ATA's Valentine trial.

Robertson romps at ATA Valentine trial

By Tim Walker

RECHE CYN., CA, FEB. 3

John Robertson (Mission Yamaha) scored his second ATA trials win in a row rather convincingly by 18 points. Robertson had the lowest loop score on his third round with 11, his closest competitor, Kevin Norton, had a score of 21. Oli Thordarson (Beach Yamaha) piloted a TY350 he picked up the evening before to a third-place finish behind Norton. Six points behind Thordarson and first non-Yamaha was Bultaco rider Mark Oldar.

Dereck Bernard (Burbank Yamaha) easily took the Amateur-class win with a score of 42/10. Bernard is quickly coming back to Expert form after being away from trials for two years. Sixteen marks back for second was Rick Spruell (Mitch Mayes Yamaha). Art Webster (Art's Parts) out-scored the younger Amateurs for third.

Ex-road racer Larry Theobald, riding a Yamaha cleverly disguised as a Honda, won the Novice class by a scant four points. Gary Anderson edged by Allen Anderson for second by one clean after being tied with 40 points.

Cycle News Associate Editor Kit Palmer had what could be described as a clean ride on his way to the Beginner class win. Out of 23 sections, Palmer cleaned 21, and dropped only three points from the other two sections. Pro motocrosser Pete Murray, fresh off racing the Anaheim Supercross the night before, powered his 11-year-old TL125 to second, five points behind Palmer. Murray proved that you don't need a new Yamaha to have fun at trials. The Novice class is awaiting these two the next time. Finishing sixth was another notable Pro motocrosser, Ross Maeda.

The only class not dominated by new Yamahas was in the Senior Bs. Bob Grove and Jim Brodeske, both mounted on Bultacos, tied with 12 points. Grove had 17 cleans to Brodeske's 16 to take the win. Bill Markham four-stroked his Honda to third.

Results

EX: 1. John Robertson (Yam); 2. Kevin Norton (Yam); 3. Oli Thordarson (Yam).
AM: 1. Derrick Bernard (Yam); 2. Rick Spruell (Yam); 3. Art Webster (Yam).
NOV: 1. Larry Theobald (Hon); 2. Gary Anderson (Yam); 3. Allen Anderson (I-J).
BEG: 1. Kit Palmer (Yam); 2. Pete Murray (Hon); 3. Bill Haskel (Yam).
SR N: 1. Ron Stevens (Yam); 2. Robert Thorton (Hon); 3. Duane Stone (I-J).
SR B: 1. Bob Grove (Bul); 2. Jim Brodeske (Bul); 3. Bill Markham (Hon).

Hall mashes Vets at DeAnza

By Nate Rauba

SUNNYMEAD, CA, FEB. 3

Team Tamm's Jon Hall proved he was the Master Veteran today at DeAnza Racing Club's Sunday MX, turning two poor starts into winning performances.

Intermediate Dennis Boulware (Hon) started the first moto with the lead as Vet Seniors Ron Brehm (Yamaha of Redlands), Larry Lowen (Suz), and Paul Wilde (Yam) chased from behind. By the second lap Hall had passed Wilde for fourth, then moved in on Brehm who had been passed by Lowen. Brehm proved to be rather tough to pass, and it took Hall over a lap to work his way into third. After passing Brehm, Hall quickly took care of Lowen and was challenging Boulware for the lead at the beginning of lap four. Going into a tight right hand hairpin, Hall stuffed under Boulware and took the lead, with Boulware stalling in the corner. Lowen also got by, and Boulware restarted to slip in just ahead of Brehm. Once into the lead Hall had no trouble moving away and went on to a comfortable win. Lowen was second across the line and first Vet Senior, while Boulware was third and the Intermediate winner.

Brehm grabbed the holeshot in moto two, with Boulware, Lowen and Hall trailing. Hall quickly went by both Lowen and Wilde, and then zapped Boulware near the end of the opening lap. Once again Hall had to wait a lap following Brehm, finally taking the led when Brehm stalled in a corner while under heavy pressure. Lowen held third, only to run into Brehm as he tried to restart his bike — sending both riders to the ground. Boulware and Wilde both went by, and went on to claim second and third. Once out front nothing could stop Hall and he went on to an easy victory. But second was still to be decided. After his spill, Lowen got on the gas and caught up to Wilde, passing him two laps later. Within another lap Lowen reeled in and passed Boulware to place second. Lowen's second in the moto placed him first overall in the Vet Senior class while Boulware was third for first Intermediate. Ed Michetti returned to the track (broken legs and all) to just cruise to third in the Vet Junior class.

Results

PEE WEE DIV II: 1. Chris Williams (Suz).
PEE WEE DIV III: 1. David Cooke (Hon).
MINI BEG: 1. David McLeod (Kaw); 2. Todd Smith (Kaw); 3. Ken Sommer (Kaw).
MINI NOV: 1. Eric Browne (Kaw).
MINI INT: 1. Adam Fitzgerald (Yam); 2. Dana Wiggins (Kaw).
125 BEG: 1. Kirk Page (Kaw); 2. Bruce Guertin (Hon); 3. Paul Quinn (Suz).
125 INT: 1. Michael Daverss (Hon); 2. Billy Nielson (Hon).
250 BEG: 1. Ron Mowry (Hon); 2. Nyla Arzalean (Kaw); 3. Ron Burrows (Suz).
250 NOV: 1. David Halverson (Kaw); 2. Mike Giannaatasio (Yam); 3. Bob Nunez (Kaw)
250 INT: 1. Gilbert Valdez (Suz); 2. Lee Miller (Hon)
250 PRO: 1. Eddie Michetti (Yam); 2. Tod Gibboney (Yam); 3. Greg Nash (Kaw).
OPEN BEG: 1. Tim McCue (Hon).
OPEN NOV: 1. Robert Temple (Yam); 2. Mickey Brannan (Hon); 3. Don Abdella (M-S).
VET JR: 1. Larry Lariviere (Yam); 2. Bill Hensche (Yam); 3. Ed Michetti (Yam).
VET INT: 1. Dennis Boulware (Hon); 2. Robert Cooke (Hon); 3. Kitty Mayfield (Suz).
VET SR: 1. Larry Lowen (Suz); 2. Paul Wilde (Yam); 3. Ron Brehm (Yam).
VET MASTER: 1. Jon Hall (Kaw).

Scott Gray smokes at Willow Springs

By Lori Tyson

ROSAMOND, CA, FEB. 3

The opening round of the American Road Racing Association's 1985 season showed northern California's Scott Gray taking top honors, winning every class he entered on a pair of new Yamahas.

In the Open Stock Production Kenny Kopecky drove his new Ninja into the lead at the start; by the third turn, Gray and his FJ1100 had taken over. By the third lap Earl Roloff (Ninja 900) had pushed his way to second place and was nipping at Gray's rear wheel, Kopecky shadowing them both. Mike Boyd followed a short distance back. It stayed that way until the last lap when misfortune struck. Roloff's Kawasaki overheated, despite sub-freezing weather, and spewed water all over his rear tire, taking him out of the race. Then Kopecky's ride came to an abrupt halt when his bike ran out of gas. Gray won easily; Boyd was a distant second. Scott Johnson, piloting his tired FJ600, beat everyone in the 750cc Stock Production class by miles, finishing well ahead of many of the Open class machines.

Gray and Roloff fought again in the 600cc Modified Production, both on FJ600s. Roloff led the first lap, Gray took over from there and ran away with the victory.

In the Open Modified Production Jim Williams/Kosman/EDCO/Frank Thomas Boots/ND-sponsored Gray and Miami, Florida's John Ashmead, on Ontario Moto Tech's VF1000F, diced in the first lap, and then Gray had an exciting experience. As Ash-

mead led down the front straight, he lost a plug wire, with Gray drafting him. "I almost went right up his tailpipe when he just stopped on the front straight," said Gray. Ashmead pulled off the track and out of the race. The race was then between Gray and Kopecky. Gray wanted the win too badly; Kopecky had to settle for the second place trophy. The closest conflict was for third between Curtis Adams and class champion Craig Huber, who fought so fiercely that Adams finally crashed in turn one on the last lap.

Kopecky led the first three laps of the Formula One race, with Roloff whizzing by in the turn-two sweeper on the third lap. Roloff led the way to the checkers, followed by TZ250-mounted John Glover and a dogfight for third between Ashmead, Bimota-mounted Dave Zirkle and Ducati pilot John Williams. At the flag it was Roloff out front, with Ashmead and his big Honda motoring past Glover for second.

Ashmead, Zirkle and Kopecky decided the Open Superstreet honors amongst themselves; Ashmead was able to squeak out a lead to win it. Although Kopecky tried everything he could think of, he couldn't get by the Bill Foster-tuned Bimota/Suzuki of "Bezirkle", and had to settle for third. Jeff Stern and Keith West argued briskly over fourth, with Stern coming out on top.

Pete Carroll and Chris McNellis went at it in the 600cc Stock Production. After a tough one, Carroll lost the front end in uphill-off-camber turn three and crashed, trashing his FJ. Meanwhile, Gary Tatsumi had been sneaking through the pack after a mediocre start, and suddenly appeared in second to challenge McNellis for the lead. But McNellis held his ground and took the win. Kevin Clark (son of Yamaha Racing Manager Ken Clark) tried his hand at road racing and took a hard-fought third over Eddy Kawaguchi and Danny Brown.

Results

OPEN STK PROD: 1. Scott Gray (Yam); 2. Mike Boyd (Yam); 3. Craig Huber (Kaw).
750 STK PROD: 1. Scott Johnson (Yam); 2. Michael Crough (Kaw); 3. Carlo Rao (Suz).
450 MOD PROD: 1. Frank Callinicos (Yam); 2. Andy Leisner (Yam); 3. Jack Havelin.
600 MOD PROD: 1. Scott Gray (Yam); 2. Earl Roloff (Yam); 3. Gary Tatsumi (Yam).
F1: 1. Earl Roloff (Kaw); 2. John Ashmead (Hon) 3. John Glover (Yam).
450 SS: 1. Frank Callinicos (Yam); 2. Darren Fulce (Yam); 3. Matt Smith (Yam).
750 MOD PROD: 1. Henry Tecza; 2. Scott Johnson (Yam); 3. Scott Reif.
OPEN MOD PROD: 1. Scott Gray (Yam); 2. Kenny Kopecky (Kaw); 3. Craig Huber (Kaw).
600 STK PROD: 1. Chris McNellis (Yam); 2. Gary Tatsumi (Yam); 3. Kevin Clark (Yam).
F2: 1. Clint Whitehouse (Yam); 2. Brian Benevedes (Yam); 3. Scott Walters (Yam).
750 SS: 1. Scott Reif (Hon); 2. Jerry Walker (Suz); 3. Jim Gianatsis.
OPEN SS: 1. John Ashmead (Hon); 2. Dave Zirkle (Bim); 3. Kenny Kopecky (Kaw).
TWINS: 1. Fred Eiker (Nor); 2. Bill Fennessy (Yam); 3. Mick Ofield (Nor).
600 SS: 1. Tony Matthews (Yam); 2. Earl Roloff (Yam); 3. David Morris (Kaw).
450 STK PROD: 1. Bill DeBere (Hon); 2. Keith McKibben (Suz); 3. Joe Yates (Hon).
F3: 1. Rye Hefley (Hon); 2. Ken Bruce (Yam); 3. Renard Fiscus (Yam).

Beyer, Hanson Snowy Albany SX winners

By Clay Light

ALBANY, OR, FEB. 3

Gary "Bad Boys" Beyer won the 125cc B class for the second race in a row at Albany's District 28 AMA Supercross action in the great white north, winning the first moto and coming from behind to nab second in moto two for the overall. In the same race it was Salem's Wes Hanson (Hon) topping the 250cc

The "Danamic Duo" did it again. They took their new liquid-cooled single-shock Husqvarna 500XC and put it in the winner's circle at the prestigious 1985 Parker 400 desert race. Winning time: 5 hrs. 17 min., 4.11 sec. Now Dan Smith and Dan Ashcraft are hardly strangers to the checkered flag. They've been bringing home the gold for Team Husqvarna for a long time.

But these guys are absolutely wild about the '85 500XC. "It's quicker, faster, lighter and more reliable than anything I've *ever* ridden," says Ashcraft. We humbly agree. But then we built it to be exactly that—the most devastating cross country weapon ever built.

In second place, less than four minutes back, were Husqvarna team riders Larry Roeseler and Kurt Pfieffer on their 1985 510TX four stroke. "There's never been a four-stroke desert machine with this combination of performance, handling and light weight," said Roeseler. "It ran perfectly all day—wide open! The 'Danamic Duo' better watch out next race."

Sounds like a friendly challenge from a serious competitor. We can hardly wait.

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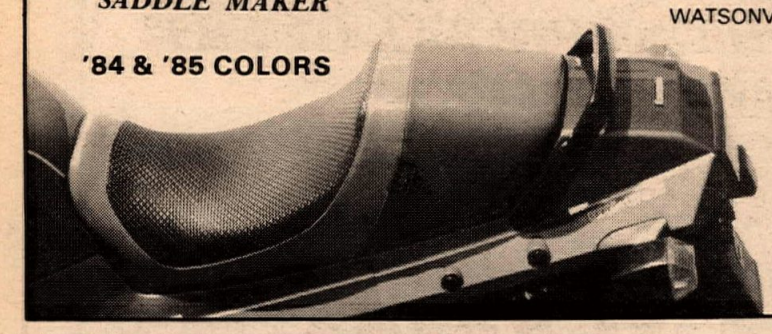

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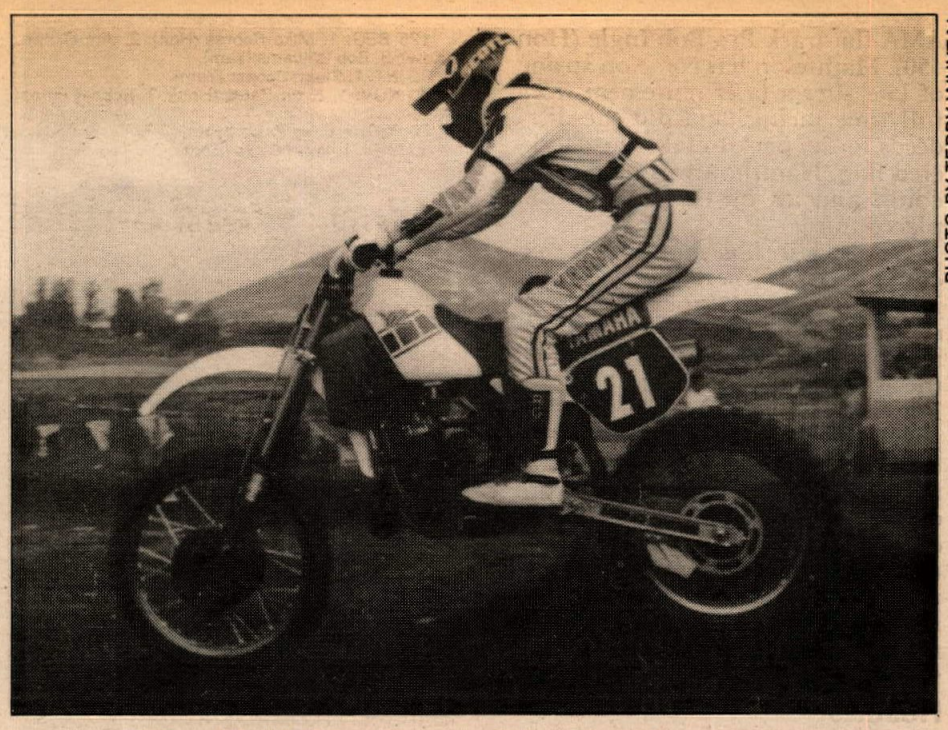

PHOTO BY TERRY WHYTAL

Current 500cc World Road Racing Champion Eddie Lawson rode his YZ250 to third in the 250cc Pro class at Corona Raceway.

Intermediates on the coldest day of racing yet in the 1984-85 season.

Seventy riders braved arctic temperatures, snow, ice and cold winds to compete in round six of the AMA northwest Winter Series and the largest class of the day was the 125cc C field. Bryan Summerlin (Yam) rode amazingly well to win the first moto convincingly over Jerry Aicher (Yam) and Dennis McConnell (Kaw). The second time out had Summerlin shoot into the lead over Aicher, but McConnell went inside to take the number one spot — only to crash shortly thereafter. This put Summerlin back into first on the Albany Stihl-sponsored YZ, and he took the checkered ahead of Aicher who went 2-2, and McConnell who rode consistently for a 3-3 third to beat Mark Hamaker (Hon) and Chris Moore (Kaw).

Roseburg Honda's "Radical" Rodney Keller entertained all spectators that braved the chill in the first combined Pro moto. Keller's fast, smooth riding trounced 125cc Pro Kenny Olson (Yam) and Billy Holtman (Hon 500). Richard Earle (Hon 500) was in the hunt but crashed and packed it in — giving Holtman a free and clear third place finish behind Keller and Olson. Keller has been on a reign of terror, dominating Oregon MX racing and quickly put his CR250 into the lead at the drop of the gate in moto two. Holtman and Keller dueled for the first two laps, but after that it was Keller leading to the last lap. Just when things were in the bag, Keller threw a chain and Olson breezed by to take the lead. Keller was back on the gas and coming into the finish line whoop-de-doos when he made a kamikaze pass on Olson, winning by inches and nabbing the overall. Keller's 1-1 beat Olson's 2-2, and third place Holtman's 3-3 finish.

The 125cc B class had Beyer (Ulven Forging Kaw) burn the first moto and soundly beat Dave Livingston (Yam) and Darren Rogers (Yam). The second time out had Jeff Landrum (Kaw) take the lead from start to finish, while Beyer moved through traffic to take second and a 1-2 overall win. The 250cc B portion ran combined and saw Wayne Church (Kaw) top the first moto over Husky mounted Mike Holbrook and Hanson. Moto two had Church crash and put Hanson into the lead over Holbrook and Yamaha rider Chris Leach. Holbrook came from behind to catch and displace Hanson until stalling and putting Hanson back into the lead. Hanson won, taking a 3-1 overall ahead of Holbrook (2-2) and Church (1-4).

Results

PRO: 1. Rodney Keller (Hon); 2. Kenny Olson (Yam); 3. Billy Holtman (Hon).
OPEN INT: 1. Scott Russell (Hon); 2. Dean Johnson (Hon); 3. Doug Eckelman (Yam).
250 INT: 1. Wes Hanson (Hon); 2. Mike Holbrook (Hus); 3. Wayne Church (Kaw).
125 INT: 1. Gary Beyer (Kaw); 2. Jeff Landrum (Kaw); 3. Darren Rogers (Yam).
80 INT: 1. Lance Rudge (Kaw).
80 JR: 1. Scott Noerd (Kaw); 2. Chuck Standeford (Hon); 3. Joe Rushing (Hon).
125 JR: 1. Bryan Summerlin (Yam); 2. Jerry Aicher (Yam); 3. Dennis McConnell (Kaw).
60 JR: 1. Chris Patterson (Kaw); 2. Ryan Leach (Hon); 3. Mike Ulven (Kaw).
60 INT: 1. Danny Ulven (Kaw); 2. Chuckie Standeford (Hon); 3. Bill Doug Eckelman (Yam).
OT: 1. Dave Eakin (Hon); 2. Bob Leach (Hus); 3. Dave Weleber (Hus).
0-200 BEG: 1. Darrin Senseney (Yam); 2. Ed Peterson (KTM); 3. Corey Tennent (Hon).
20-UP BEG: 1. Dan Clo (Hon); 2. Chuck Smith (Yam).

Beck, Mathieson steam Medford SX

By Clay Light

MEDFORD, OR, FEB. 2

Suzuki-mounted Rick Beck worked his way through a pack of crashed competitors to take the win in the 125cc main event at Medford's Expo Park Supercross at the beef barn. Joining Beck on the victory podium were Mark Mathieson for his Open class win, and Frank Word III for his 250cc class victory.

Zach Rund (Hon) opened up the evening by storming from last place to win a seven rider 60cc A main event, ahead of Shawn Highland (Kaw) and Joe Don Ireland (Hon). Wayne Frampton (Suz) was on the gas and came away with a win in the 80cc final, while Lance Holder (Suz) and Kristin Cowan (Yam) were second and third.

Beck, Holder and Frampton led the 125cc main; an event which proved to be marred with crashes. Most of the riders took their turns at testing the turf; constantly changing positions in mid-pack. Beck stayed on two wheels long enough to collect a hard-fought win, with Holder taking second over a Troy Coburg (Suz). The 250cc main had Word launch his well-used Yamaha flat-tracker into the lead ahead of Scott Pfaff and Suzuki-mounted Ted Perreard. Word flat-tracked it through the corners to put seconds over Pfaff, who in turn would gain ground on Word in the whoop-de-doo section. Word held on the gas long enough to bag the win with Pfaff second.

In the Open main event, Mathieson put all 500cc of Honda to the ground to storm into a lead, while being pushed by Mike Hamilton (Yam TT500), Dale Rund (Hon 480) and

AMA flat-track Pro Bob Ingle (Hon 450). Mathieson has come on strong of late after a brief retirement from full time racing, and did the dirty deeds to the pack to take the checkered flag. Hamilton was held to second, and an on-the-move Rund placed third.

Word again holeshot on his machine dubbed "the beater" and led into turn one and through the series of jumps while Open Pro riders Mathieson, Hamilton and Ingle filled the top four on their 500 Hondas. Perreard (Suz 250) also rode a steady pace to settle into the top five, nabbing Hamilton to take third with four laps to go. Up front it was Word defying the long suspension theory on his near suspensionless YZ short-tracker, bottoming out on his low pipe but still managing to hold Mathieson at bay. In the end, Word took the win and top payoff over Mathieson and Perrerard.

Results

OPEN PRO: 1. Frank Word III (Yam); 2. Mark Mathieson (Hon); 3. Ted Perreard (Suz).
OPEN: 1. Mark Mathieson (Hon); 2. Mike Hamilton (Yam); 3. Dale Rund (Hon).
250: 1. Frank Word III (Yam); 2. Scott Pfaff (Yam); 3. Ted Perreard (Suz).
125: 1. Rick Beck (Suz); 2. Lance Holder (Suz); 3. Troy Coburg (Suz).
80: 1. Wayne Frampton (Yam); 2. Lance Holder (Suz); 3. Kristin Cowan (Yam).
60: 1. Zach Rund (Hon); 2. Shawn Highland (Kaw); 3. Joe Don Ireland (Hon).

World Champion leads at SMX Corona

By Terry Whytal

CORONA, CA, JAN. 27

Two famous motocross names from the '60s put on quite a show at Corona Raceway this week, but it was the second generation of Banks and Bickers that took the on-track honors. Mark Banks, son of John Banks, and Paul Bickers, son of Dave Bickers brought their Hondas stateside for a little moto-practicing during Europe's rainy season.

Banks flashed into the lead early in each Open Pro moto and was one of the few riders to clean all the double, triple and quad jumps on the course. Bickers followed Banks to the checkers in each round to pick up second overall.

World Road Racing Champion Eddie Lawson continued his motocross workouts, besting the first 250cc Pro race and looking to take the overall. However, in the second moto he twisted his knee slightly and dropped from the race. Suzuki rider Bill Scott put together a 3-2 score to take the overall win with Lawson's pal Jim Hoover earning second on his Yamaha.

Chuck "Feets" Minert led the field in Old Timers Master racing. Minert chased fellow Honda rider Bob Millner to the finish in round one, but charged back to reach the checkers first in the second moto to earn the overall win. Milner placed second for the day, with Ron Way edging Dennis Rosenberg for the number three position.

Results

250 PRO: 1. Bill Scott (Suz); 2. Jim Hoover (Yam); 3. Eddie Lawson (Yam).
OPEN PRO: 1. Mark Banks (Hon); 2. Paul Bickers (Hon).
125 PRO: 1. Taylor Marcell (Kaw).
VET EX: 1. Steve Clark (Yam); 2. Tim Cush (Suz).
VET INT: 1. Steve Bebech (Hon); 2. Dave Jacobs (Hon); 3. Craig Comer (Yam).
OT MASTER: 1. Chuck Minert (Hon); 2. Bob Millner (Hon); 3. Ron Way (Hon).
OT INT: 1. Ron Fuller (Yam); 2. Kurt Sofka (Yam).
125 INT: 1. Jon Levey (Hon); 2. Scott McDonough (Kaw).
OPEN BEG: 1. David Fajardo (Hon); 2. Helena Leitner (ATK); 3. Bryan Emmons (Suz).
250 BEG: 1. Don Anderson (Yam); 2. Joe Hammer (Kaw); 3. Sue Sittman (Yam).
125 BEG: 1. Mike Robres (Hon); 2. Jim Griffin (Kaw); 3. Bob Williams (Yam).
80 INT: 1. Sloan Cooper (Yam).
80 NOV: 1. Ryan Pauls (Hon); 2. Robbie Perez (Kaw).
80 BEG: 1. Greg Pauls (Hon).
60 MINI: 1. John Pauls (Hon).

Winn, Ward battle at S.I.R. supercross qualifier

By Sean Hall

SEATTLE, WA, JAN. 27

Team Yamaha rider Larry Ward put in two exciting motos against Team Green's Paul Winn. It was close racing, but, in the end, Ward championed both motos for the overall win.

The first moto saw Winn take the holeshot, but Ward was quick to respond and made his pass over the whoops. Winn paced Ward until the second lap, when he powered past the leader on his C.P. Engineered Yamaha. Winn pulled a large lead, only to fall on the icy track, allowing Ward to pass once again. Winn quickly had his Yamaha restarted, and charged after the leader, lapping the A riders and quickly closing the gap. Winn was still gaining, but the race ended too soon and he finished several bike-lengths behind Ward.

The second moto saw Ward take the holeshot, and with the icy conditions late in the day, Winn was unable to pass and followed the victorious Ward to a second place finish. At this time, Winn and Ward are tied for points in the series standings.

In other racing, Eric Hall put on two spectacular races in both 125cc and 250cc Pro classes, and showed everyone that the awful conditions couldn't keep him from taking all the marbles. Hall scored resounding 1-1 wins in both classes.

Peterson first at the top at DeAnza

By David Gestoso and Sandee Peterson

SUNNYMEAD, CA, JAN. 27

The Southern California Hillclimber Association and DeAnza Cycle Park kicked off the 1985 season this weekend, with decisive victories going to Kerry Peterson aboard his new factory 500cc water-cooled Hondas, and his radical 1500cc Harley-Davidson.

Challenging the massive 400-foot pothole-pocked hill, Peterson tripped the clocks with a time of 18.76 on his Hi-Point/Tsubaki/KRW/Nippondenso/Works Performance-sponsored Honda. Second to make it over the hill on his Beaumont Yamaha-Kawasaki YZ490 was Carl Collier with a time of 29.50 seconds. Later in the event, David Gestoso was able to best Collier's time with a 22.15 hilltopper, and take over second-place honors.

Mini class started off with Robie Peterson on a Number One Racing Honda 80 reaching 125 feet — good enough to net first place, with Matt David reaching 44 feet to take second.

In the 250cc class, Perry Schoulton took the victory by pushing his Honda to 220 feet. Trailing behind was Don Orosco on his NEO/One-Stop Cycle Yamaha 250 reaching 217 feet for second, and Jim Schoulton placing third.

The 371-600cc Stock and Modified class found Kerry Peterson winning both classes. Peterson went over in both classes with Carl Collier going

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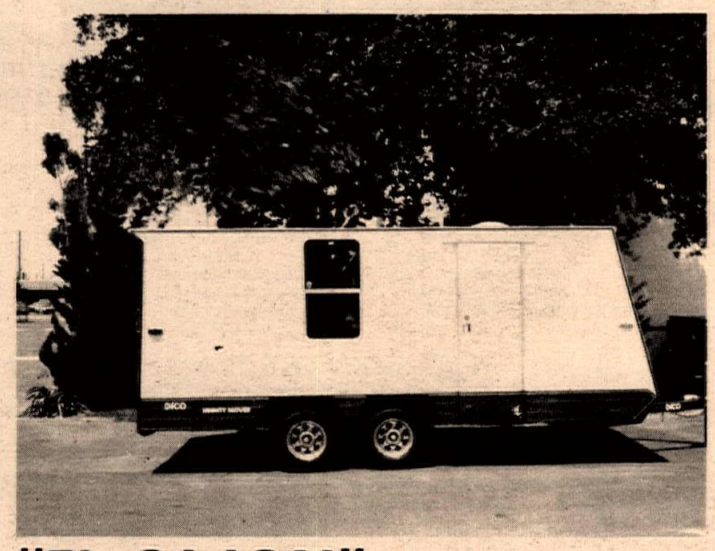

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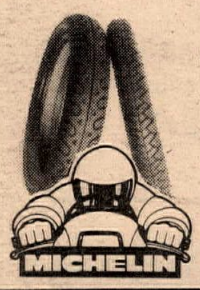

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PHOTO BY TERRY WHYTAL

Pete Maly rode his mid-70s CZ to the 250cc Pro class win at the fifth annual CZ World Championships at Corona Raceway.

Maly, Johnson top CZ World Championships

By Terry Whytal

CORONA, CA, JAN. 27

Former World Champion Dave Bickers came out of retirement to challenge the youth at the fifth annual CZ World Championships held this year at Corona International Raceway. In the end, it was Jimmie Johnson who took the Open Pro honors, with Pete Maly sweeping the 250cc Pro division.

Bickers topped the first Open Pro race with a wire-to-wire win over runner-up Johnson, but Johnson charged back to reach the checkers ahead of Bickers in round two and take the overall win with a 2-2 score over Bickers 1-3. Ross Maeda won the second moto, but a DNF in the first race kept him from the leader board. Mike Drews rounded out the top three.

Southern California's leading CZ over in the Modified class. Both riders were moved to the Exhibition hill for a move up elimination to get an overall winner of the class. In the end Peterson won the elimination over Carl Collier.

Russ McCoy took second place in the stock 500cc class, riding his Dependable Off Road YZ490. El Madmon placed third with his Yamaha 490.

In the Open Exhibition class, riders welcomed veteran Steve Stith on his S.D. Racing/Bridgestone/Bosch/Supertrapp Harley Davidson and newcomer Russell McCoy on his Dependable Off Road 1200cc Harley Davidson.

Peterson was first over with a 18.44 time and Steve Stith riding his H-D to take second. Dave Turner on his Triumph finished third, and for his time on another big bore Harley-Davidson, Russ McCoy took fourth place.

Results

MINI: 1. Robie Peterson (Hon); 2. Mathew David (Yam).

250: 1. Perry Schoulton (Hon); 2. Don Orosco (Yam); 3. Jim Schoulton (Hon).

500 STK: 1. Kerry Peterson (Hon); 2. Russ McCoy (Yam); 3. El Madmon (Yam).

500 ALT: 1. Kerry Peterson (Hon); 2. Carl Collier (Kaw); 3. Tom Kelly (Mai).

500 MOD: 1. Kerry Peterson (Hon); 2. David Gestoso (Hon); 3. Carl Collier (Yam).

500 EX: 1. Kerry Peterson (Hon); 2. Russ McCoy (Yam); 3. David Gestoso (Hon).

OPEN MOD: 1. Kerry Peterson (H-D); 2. Dave Turner (Tri); 3. Steve Stith (H-D).

OPEN EX: 1. Kerry Peterson (H-D); 2. Steve Stith (H-D); 3. Dave Turner (Tri); 4. Russ McCoy (H-D).

enthusiast Pete Maly dominated the 250cc Pro race, sweeping both motos ahead of Robert Dykmans. Dykmans earned the runner-up overall honor with his 2-2 score as Phillip Hall chased him to the finish flag to place third for the day.

David Tams topped the 250cc Novice CZ battle with the classically stylish Joe Lorenzo picking up second after a fierce duel with Tams, Mitch Wells and *Cycle News* ad man Terry Pratt. Wells finished the day in third while Pratt had to settle for fourth.

Greg Berg piloted his nine-year-old Suzuki RM to the Vintage Bike win with a 1-2 score. Marty Bivens rode his sano (and quiet) '75 Honda to second overall ahead of CZ-mounted Jim Keeton.

In the Stock CZ shootout Mitch Wells came up the winner reaching the checkers first in the five lap sprint race to win some trick trophies supplied by the CZ Club. Joe Lorenzen picked up second and Victor Armijo placed third while Terry Pratt again finished fourth.

Results

OPEN PRO: 1. Jimmie Johnson; 2. Dave Bickers; 3. Mike Drews.

250 PRO: 1. Pete Maly; 2. Robert Dykmans; 3. Philip Hall.

CZ STK: 1. Mitch Wells; 2. Jim Keeton; 3. Victor Armijo.

250 NOV: 1. David Tams; 2. Joe Lorenzen; 3. Mitch Wells.

VINTAGE INT: 1. John Pavich (Hus); 2. Horst Leitner (Puch); 3. John Baumgartner (BSA).

VINTAGE OPEN NOV: 1. Saul Tambrano (Mai); 2. Saul Tambrano (Mai); 3. Ben Marquez (CZ); 4. David Breetwood (Mat).

VINTAGE 250 NOV: 1. Greg Berg (Suz); 2. Gregory Brown (Hon); 3. Jim Keeton (CZ).

Bird bombs D-38 Banzai run

By Diane Bell

SUPERSTITION MTS, CA, JAN. 27

KTM rider John Bird outdistanced the competition in AMA District 38's second annual HMR/DCMC Banzai race. The track layout was extremely fast, taking the riders through 20 miles of choppy, fast desert, including two dry lake beds and a pole line road. A tight five-mile mudhill section finished the loop.

The 10:00 start found open Yamaha rider Scott Hatfield leading the bomb run through the entire first lap. Hatfield was tailed through home check by Tom Moen on his Yamaha 490, and 125cc rider James Tucker. Bird, who took the number three plate in the 125cc class last year, seems to have adapted well to his KTM 250 and was leading his class in fourth overall.

Yamaha rider Mark McPerry was the first amateur, and fifth overall. Following in sixth overall was Craig Corda, back on a Honda 480 after racing three-wheelers last season. Yamaha rider Bruce Smith was seventh overall and Rippin' Robbie Pippin was motoring through in eighth. Rounding out the top 10 were 250cc riders Jeff Bennett and Steve Kosman, both coming back from broken wrists. Leading the Vet class was Expert Brett Cushing. Dick Denison was leading the Senior class, with Roger Adsit in tow.

The end of the second loop found Hatfield holding his lead, Moen out of gas and Tucker pushing his bike through the pits after a seizure. Bird was now in second place with Open riders McPerry, Corda and Smith following. Todd Kennedy and his 250 Yamaha had worked through the pack with Bennett behind and now in sixth. Rich O'Brien was riding his first desert race and had passed Kawasaki West rider Bob Bell for the 125cc lead. Another 125cc rider, Dan Morgan, was only seconds behind.

Cushing felt lucky to be leading the Vet class. "I tried to make two laps and ran out of gas at the big hill. Some kindhearted three-wheeler riders gave me theirs. No Vets had passed me so I decided to keep going for it." In the Senior class, Adsit had passed Dennison for the lead.

The third loop found Hatfield and Bird exchanging the lead several times, with Bird taking over for good in the mudhill section. Other position changes took place in the 125cc class. Kearney Mesa Yamaha rider O'Brien went down and was recovering while Bell went by to take the lead. Morgan was dropping back, but managed to hold third in the 125cc class.

This mostly wide-open track took its toll on the bikes. By the fourth loop over 10 people had met their fate on Seize Lake.

Bird powered across home check, holding a comfortable lead to overall the race on his KTM. Hatfield finished second overall, leading the Open class. Open riders Corda and Smith came through close together after dicing throughout the last half of the lap. Todd Kennedy finished fifth overall. The first Amateur across the line was Open class rider Mark McPerry. "I think this'll be my last Amateur race. It's my best finish ever. Please mention Coast Coatings, North County Yamaha and HPS. They've helped me alot." Bob Bell led the 125cc class home after getting his second wind. "I'm out of shape but at least I'm over the flu. I didn't think I'd make it all four laps." Bennett finished next as the third 250cc rider. Morgan nailed down second 125cc with a last-lap pass of O'Brien who finished third. Cushing, still thanking his new ATV friends, won the Vet class with Expert Adsit leading the Senior class home. The first Amateur 250cc rider across the line was James Hable.

Bowden, Ricks take Team Tamm Mini wins

By G.W. Zuki

TYLER, TX, JAN. 12

The first two days racing at the Team Tamm First Annual Force of the Eighties Texas Classic at Swan MX Raceway featured the younger competitors in the Mini wars. Bob and Gordie Tamm, promoter Bill Law, the 10 other sponsors, and all in attendance could have wanted for only one thing — warmer weather! The cold snap brought subfreezing temperatures to the racing on Saturday. Overcoming the conditions, the very first Texas Classic moto victory went to "Wild Willy" Bowden in the 80cc Open Stock 9-11 class. Bowden was on his way to three class crowns; blowing away the competition in four of his six starts, and leading on all but a half-dozen laps.

In the first 60cc Open fracas, Bowden worked from fifth on lap one to take the lead on lap three, only to lose his hard-fought gain with a miscue on the final circuit. Jody "Buckwheat" North broke the tape ahead of Billy De Baca and Bowden. Fourth place in both motos was Heath Kirkland. Jeff Ashby was fifth and Mark Rausch sixth.

The second meeting went to Bowden start to finish. De Baca beat North to the flag for runner-up spot. Kirkland, Josh West, and Steve Olsen finished fourth through sixth.

Bowden swept through the 80cc Open Stock battles with De Baca, Kirkland, North, Tommy Lee, and West trailing on round one. Round two found Ashby, North, Kirkland, Colin Edwards, and West lining up behind Bowden.

North led the start of the first 80cc Modified moto but it was short-lived when Ashby grabbed the reins on lap two. Ashby led for three but Bowden bounded into the lead before the white flag waved, and raced on to the checkers. Lining up in second and third were De Baca and North.

The second moto was Bowden's all the way. Taking control at the start and leading all the laps, Bowden stacked North, Edwards, Ashby, De Baca, and Lee at the finish.

Team Green rider Jack Ricks turned in a pair of doubles to claim 80cc Intermediate Stock and 80cc Intermediate Modified honors. Ricks, riding an '84 stock bike, upstaged the combined Intermediate Expert fields by consistently clearing turn one with the pack at his back. However, his holeshot heroics would soon give way to the expertise of fellow Team Green rider Jason Langford.

Ricks ran well with the Experts and clobbered his Intermediate competition. In the 80cc Stock class, Cliff Donnelly challenged from second place after overtaking Travis Motley on lap three. Fourth through sixth were Shane Kuehler, Scott Finkensteadt, and Brent Peterson.

Round one of the 80cc Intermediate Open Modifieds found Donnelly again in pursuit of a hard charging Ricks. Finkensteadt, with a fine ride, charged from last place on the first lap to ultimately finish third. Motley and Kuehler, and Peterson filled the top five.

In the second contest Finkensteadt got a good gate and was Ricks' closest competitor. Donnelly was third with Peterson fourth. At the flag Ricks was perfect on the day, as Finkensteadt outdid Donnelly for second place in moto and overall. Motley, Kuehler, and Peterson repeated the second set. •

Results

60 OPEN: 1. Casey Pinkston; 2. Richard Winn; 3. Shawn Mann.

60 OPEN THRU 8: 1. Shawn Mann; 2. Robbie Skaggs; 3. Jason McGee.

60 OPEN 9-11: 1. Willy Bowden; 2. Billy De Baca; 3. Jody North.

80 OPEN STK 9-11: 1. Willy Bowden; 2. Jody North; 3. Heath Kirkland.

80 OPEN MOD 9-11: 1. Willy Bowden; 2. Jody North; 3. Billy De Baca.

80 NOV STK 12-16: 1. Mike Nicholas; 2. Kris Carl; 3. Denton Hickey.

80 NOV MOD 12-16: 1. Gary Benton; 2. Charlie Winn; 3. Mike Nicholas.

80 INT STK 12-16: 1. Jack Ricks; 2. Cliff Donnelly; 3. Travis Motley.

80 INT MOD 12-16: 1. Jack Ricks; 2. Scott Finkensteadt; 3. Cliff Donnelly.

80 EX STK 12-16: 1. Jeff Emig; 2. Dale Storbeck; 3. Jason Schultz.

80 EX MOD 12-16: 1. Jason Langford; 2. Dale Storbeck; 3. Jason Schultz.

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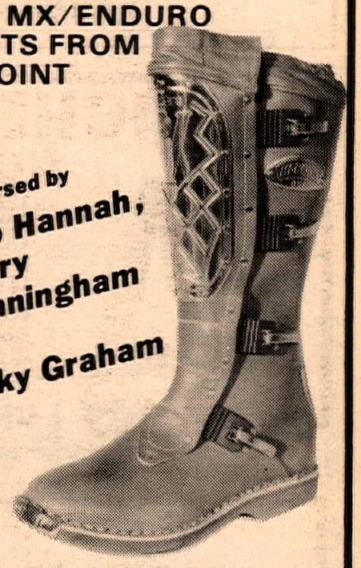

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6/7-9	Elkhart Lake, WI
6/9	TBA
6/15-16	Loudon, NH
6/21	Hinsdale, IL
6/22-23	Pocono, PA
6/29	Lima, OH
7/13-14	Monterey, CA
7/27	Du Quoin, IL
8/3-4	Lexington, OH
8/11	Peoria, IL
8/24-25	Indianapolis, IN
8/31-9/1	Brainerd, MN
9/1	Springfield, IL
9/8	Syracuse, NY
9/15	San Jose, CA
9/21	Gardena, CA
9/29	Sacramento, CA

ALL DATES ARE TENTATIVE

1985 AMA National MX Schedule

3/3	Gainesville, FL
3/31	Sacramento, CA
5/26	Mt. Morris, PA
6/2	Atlanta, GA
6/16	Denver, CO
6/23	Los Angeles, CA
7/7	Buchanan, MI
7/28	Binghamton, NY
8/11	Millville, MN
8/18	Washougal, WA

1985 AMA Supercross Schedule

2/23	Atlanta, GA
3/9	Daytona Beach, FL
4/13-14	Pontiac, MI
4/20	Houston, TX
4/27	Dallas, TX
5/4	Orlando, FL
5/18	Pasadena, CA
6/8	Chicago, IL

1985 AMA National Enduro Championship Schedule

2/17	New Idria, CA
2/24	Witmire, SC
4/21	Pozo, CA
5/5	Traverse City, MI
5/12	Roselawn, IN
5/26	Tillamook, OR
6/2	Klamath, CA
8/11	Speedsville, NY
8/18	Moorestown, MI
9/15	Lynnville, IN
10/20	McArthur, OH
10/27	Bear, DE

1985 AMA National Hare Scrambles Series Schedule

3/3	Lake Wales, FL
3/17	Olympia, WA
3/24	Cadiz, KY
4/14	Redding, CA
4/28	Hurricane Mills, TN
5/19	Bruceton Mills, WV
6/16	Hailey, ID
6/30	St. Johns, PA
9/1	Milville, MN
10/13	Sugar Grove, OH

AMA/NATC National Observed Trials C'ship Series

4/13	Muenster, TX
4/14	Sand Springs, OK
5/25	Winchester, TN
5/27	Pigeon Forge, TN
6/1	East Greenwich, RI
6/2*	East Greenwich, RI
8/24-25	Donner Pass, CA
8/31	Butte/Bozeman, MT
9/2	Salt Lake City, UT

*FIM World Championship Round

AMA/Dragbike! National C'ship Series

3/2-3	Miami/Hollywood, FL
3/30-31	Atlanta, GA
4/20-21	Bradenton, FL
4/27-28	Sacramento, CA
5/4-5*	Roxborough, NC
5/18-19	Palmdale, CA
5/25-26	La Rue, OH
6/1-2	St. Louis, MO
6/15	Rising Sun, MD
6/21-23*	Long Pond, PA
6/22-23	Union Grove, WI
6/29-30	Fremont, CA
7/13-14	Medford, OR
7/13-14	Cedar Falls, IA
7/21	Kent, WA
7/20-21*	Syracuse, NY
7/27-28	Columbus, OH
8/3-4	Union Grove, WI
8/7-9	Sturgis, SD
8/17-18	Redding, PA
8/25*	Carlsbad, CA
9/2	Brainard, MN
9/8	Byron, IL
9/14-15	Lancaster, NY
9/28-29*	Prescott, AR
10/6-7	Fremont, CA
10/13-14	Palmdale, CA
10/21	West Palm Beach, FL
10/27-28*	Atmore, AL
11/2-3	Houston, TX
11/16-17**	Gainsvile, FL
11/30-12/1	Phoenix, AZ

*1/8-mile track
**National C'ship Finals

1985 SCORE/HDRA Off-Road Series

3/1-3	Laughlin, NV
3/29-31	Lucerne Valley, CA
6/7-9	Baja Internacional
7/5-7	Barstow, CA
8/16-18	Riverside, CA
9/6-8	Las Vegas, NV
11/8-10	Baja 1000
12/6-8	Frontier 500

WERA National Endurance Series (RR)

4/13	Indianapolis, IN (6 hr)
5/25	W. St. Louis, IL (6 hr)
6/1	Summit Point, WV (8 hr)
6/15	Long Pond, PA (8 hr)
6/22	Pueblo, CO (6 hr)
7/13	Loudon, NH (6 hr)
8/3-4	Nelson Ledges, OH (24 hr)
8/17	Braselton, GA (8 hr)
8/24	Beloit, IL (6 hr)
9/7-8	Rosamond, CA (24 hr)
9/14	Faulkville, GA (6 hr)
10/5	College Station, TX (8 hr)
11/16	Braselton, GA (6 hr)

WERA Road Race Schedule

3/23-24	TBA, TX
4/6-7	Roswell, NM
4/20-21	TBA, TX
5/18-19	TBA, TX
6/22-23	TBA, TX
7/20-21	TBA, TX
8/17-18	TBA, TX
9/14-15	TBA, TX
10/5-6	College Station, TX
10/26-27	TBA, TX

AMA Amateur/Youth MX National Finals

8/13-17	Hurricane Mills, TN

CMC Four-Stroke C'ships

5/5	Carlsbad, CA
9/1	Perris, CA

CMC Four-Stroke Nationals

12/1	Carlsbad, CA

FIM World C'ship Road Race Series

3/23	South Africa
5/5	Spain
5/19	West Germany
5/26	Italy
6/2	Austria
6/16	Yugoslavia
6/29	Holland
7/7	Belgium
7/21	France
8/4	England
8/10-11	Sweden
9/1	San Marino

World C'ship Endurance Road Race Series

6/9	Italy
6/23	Austria
7/28	Japan
8/17-18	Belgium
9/7-8	West Germany
9/14-15	France

World C'ship TT Road Race Series

6/1-7	Isle of Man
6/29	Holland
7/7	Portugal
7/13-14	Spain
8/17	Northern Ireland
9/1	Belgium
9/28-29	West Germany

World C'ship Motocross Series

125cc

4/4	Holland
4/14	Italy
4/28	Belgium
6/2	France
6/9	Yugoslavia
6/16	Czechoslovakia
6/30	San Marino
7/7	Holland
7/14	Finland
7/28	Portugal
8/18	Argentina
8/25	Brazil

250cc

3/9	South Africa
4/14	Switzerland
4/21	Austria
5/5	Italy
5/12	Belgium
5/19	Czechoslovakia
6/16	France
6/23	Spain
7/14	UNADILLA, NY
7/21	Holland
8/4	Soviet Union
8/11	West Germany

500cc

4/14	Austria
4/21	France
5/5	Sweden
5/12	Finland
6/2	Italy
6/9	Spain
6/16	Holland
6/30	CARLSBAD, CA
7/14	England
8/4	Belgium
8/11	Luxemburg
8/25	Switzerland

Sidecar

3/31	West Germany
4/14	France
4/28	England
5/5	Finland
5/12	Sweden
5/19	Holland
6/2	Switzerland
6/23	Belgium
8/18	Austria
9/15	Italy

World C'ship Trials Series

2/24	Spain

3/10	Belgium
3/17	England
3/23	Northern Ireland
4/14	France
6/2	EAST GREENWICH, RI
6/16	Austria
6/23	Poland
8/25	Finland
8/31	Sweden
9/8	Switzerland
9/15	West Germany

Other Major FIM Events

3/2-3	Team Ice Racing World C'ship Inzell, West Germany
3/9-10	Indiv. Ice Racing World C'ship Assen, Holland
6/15	Pairs Speedway C'ship Finals Rybnik, Poland
8/10	Team Speedway C'ship Finals LONG BEACH, CA
8/31	Indiv. Spdwy. C'ship Finals Bradford, England
9/8	Motocross des Nations Gaildorf, West Germany
9/15	Indiv. Long Track C'ship Finals Korskro, Denmark
9/29	Trial des Nations Canzo, Italy
9/30-10/6	ISDE La Molina, Spain

NMA Grand National Final

8/4-11	Ponca City, OK

1985 Golden State Skoal Bandit Motocross Series

2/16-17	San Jose, CA
2/23-24	Fresno, CA

1985 AFM Tentative Road Race Schedule

3/2-3	Sonoma, CA
3/24	Rosamond, CA
3/30-31	Sonoma, CA
4/14	Rosamond, CA
4/21	Sonoma, CA
5/12	Sonoma, CA
5/26	Rosamond, CA
6/8-9	Sonoma, CA
6/30	Rosamond, CA
7/7	Sonoma, CA
7/28	Rosamond, CA
7/28-29	Sonoma, CA
*8/24-25	Sonoma, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/6	Sonoma, CA
10/20	Rosamond, CA
10/27	Sonoma, CA
11/22	Rosamond, CA

*Pro-Am Event

1985 ARRA Road Racing Schedule

3/2-3	Rosamond, CA
4/6-7	Rosamond, CA
5/4-5	Rosamond, CA
6/1-2	Rosamond, CA
7/4(6-hour)	Rosamond, CA
7/6	Rosamond, CA
8/3-4	Rosamond, CA
8/31-9/1	Rosamond, CA
10/5-6	Rosamond, CA
11/2-3	Rosamond, CA
11/30-12/1	Rosamond, CA

Kerker Superbike Series and Honda 500cc Interceptor Series Road Races

3/24	Rosamond, CA
4/14	Rosamond, CA
5/26	Rosamond, CA
6/30	Rosamond, CA
7/28	Rosamond, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/20	Rosamond, CA

1985 Hi-Point Golden State Enduro Series

2/17	Quicksilver Enduro (D-36)
3/3	Coyote Derby Enduro (D-37)
4/21	Hi Mountain Enduro (D-37)
4/28	Polecat Enduro (D-36)
5/19	Fool's Gold Enduro (D-36)
11/2-3	CEA Enduro (D-37)

February 15

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro, Adm, $15. Info 415/634-3328.

February 15-16

NEVADA ROAD RACE
1½ miles past entrance to Nellis Air Force Base on Las Vegas Blvd. north. 450, 600, 750, Open, F-1, F-2, F-3 classes. $150 to 600 Pros, $150 to F-2. Sat open prac 9 am-2 pm. Sun gates open 7:30 pm. Entry $15 first, 410 every additional. Info 702/384-5029.

February 16

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% pb. Gate opens 7 am, prac 8, race 9:30. Entry $15 Sptsmn, $20 Pro. No memb. reqd. All cards welcome. Info 805/257-4700 or 818/989-5918.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

February 15-17

ILLINOIS M/C AND ATV SHOW
O'Hare Exposition Center, Chicago, IL. For more info call 614/891-2425.

February 17

ARIZONA ROAD RACE
10 miles south of Phoenix, AZ on I-10. Exit on Maricopa Rd. All classes-Box Stock, Superstreet, Formula 1-2. Gates open 7 am, prac 9, race 12:30 pm. Entry $30 1st, $15 2nd, $10 3rd. PRRO. Info 602/248-8214.

CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. Frwy 91 to 15 south approx. 20 mi. to 74. East 8 mi. to Ellis, lft ¼ mile to burton, rt to track. All classes. 30% trophs, 100% Mini Beg. Contingencies by CEET. Gates open 6:30 am, prac 8. Entry $16 mail, $20 post, $10 year memb. Double Cross Racing. Info 714/371-6333.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $13 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $20. Info 619/565-2406 (Les), 619/571-5531 or 277-2743 (Bruce).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn plus contingencies. entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

CRC CALIFORNIA GRAN PRIX
Carlsbad Raceway, Carlsbad, CA. All classes. Cash to Pros, 20% trophs, finisher pins. each class race 45 minutes. MX, GP, ATV pts. Membership not reqd. Parade lap 8 am, races 8:30. Mail entry $16, non member $20. Post entry $20, non members $25. Info 213/830-7519.

CALIFORNIA FUNDURO
Randsburg, CA. All clases. 20% trophs, FRA pts, finisher pins. 2 loops, 70 miles. Silencers reqd. This is a fun family enduro with course layout by Larry Langley. All entries will be eligible for 1985 Yamaha Tri-Zinger giveaway. 8 am start. Entry $20 mail, $21 post, non-members add $2. Call for special family discount. Beginner $17, one loop, no trophs. Info 714/777-2969.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchana takes you to track. All classes, 33$ trophs to sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482.

CMC CALIFORNIA MOTOCROSS
Redding, CA. E. of I-5 off Rancho Rd. and Airport Rd. End of Old Oregon Trail at Redding Airport. All Sptsmn classes. Minis, Pro trophs, 100% Pro pb. All new seperate ATV track. Open 6:30 am, prac 8, race 9. Entry $11, $16 Pro, $4 gate, 6-12 $1. Info 916/223-5600.

MEXICO ENDURO
Ensenada, Mexico. Motorcycle classes only. Registration limited to 400 participants. Check-in will start at 10 am to 7 pm on February 16. Race starts 7 am on 2/17. Entry $40 A & B riders, C riders $25, post entry add $5. Mail entry closes 2/2. Info 619/292-5454.

AMA CALIFORNIA ENDURO
New Idria, CA. 100 mile Quicksilver National. Salinas Ramblers M/C. Info 408/449-5561.

CMC CALIFORNIA HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Take Vasco Rd. from Hwy 580 north 17 miles to corner of Camino Diablo, turn right, 1st ranch on right. 30% trophs, Pro pb. Races start 8:30 am. Entry $15 Sptsmn, $15 plus $5 Pro. $5 watch. Info 415/634-3328 or 634-6596.

CALIFORNIA MARATHON
Cycleland Speedway, 14 miles south of Chico, CA, 24 miles north of Marysville on US 99E and Nelson Rd. Sign-ups start 7:45, first race 8:30. Entry $10, $6 each team riders. Spectators $4, under 6, $1. Info 916/342-0063.

TEXAS CROSS COUNTRY RACING
Rocky Ridge, Decatur, TX. Race #1301, start time 9:30 am. Texas Cross Country Racing Assoc. 817-265-9596.

WASHINGTON ENDURO
Follow arrows from Belfair, WA. AA, A, B, C and Sptsmn, 200, 250 and Open classes. 45 miles C and Sptsmn with no gas stop. 80 miles A and B with gas stop. ATV highly recommened. Pins to all finishers, 30% gold, silver, bronze awards to top finishers. Sign-up 7-9 am, first riders out 9:01. Drawing for positions February 10.

LAST CORONA GRAND PRIX

10th ANNUAL

SUNDAY FEB. 24

UN-LEAP YEAR GRAND PRIX

CORONA RACEWAY

SILENCERS MANDATORY
Entry Fee . . . . . $15.00 (mail)
. . . . . $22.00 (post)
Team Race . . . . . $10.00 (mail) Ea.
Must send . . . . . $12.00 (post) Ea.
entries together

FRONT GATE
Adults (13 & over) $5.00
Children 8-12 . . . . . $2.00

GATES OPEN . . . . . 6:30 a.m.
PRACTICE (1-125) . . . . . 7:50 a.m.
PRACTICE II (250-500) . . . . . 8:15 a.m.
PRACTICE III (Vet) . . . . . 8:40 a.m.
PRACTICE (3-Wheelers) . . . . . 9:00 a.m.
ALL PROS . . . . . 9:30 a.m.
0-100's and WOMEN . . . . . 10:30 a.m.
ALL VETS . . . . . 11:30 a.m.
3-WHEELERS . . . . . 12:45 p.m.
250's . . . . . 1:45 p.m.
125's . . . . . 2:45 p.m.
500's . . . . . 3:45 p.m.
TEAM RACE (Motorcycles only) . . 4:45 p.m.

RESULTS: Self-addressed, stamped envelope required for return of results

Mail Entry & $15 to:
CORONA RACEWAY
P.O. BOX 388
CORONA, CA 91720

(check or money order) or bring to Corona Raceway Office

If under 18, parents' signature must be notarized or signed in front of R.A.C.E. official.

DEADLINE:
Entries must be postmarked before FEBRUARY 20 or brought to Raceway office by 12 Noon FEB. 22

FILL OUT COMPLETELY

CIRCLE ONE SIZE	CIRCLE ONE SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE	CIRCLE ONE
MINI 125 175 250 500	Beg. Int. Nov. Exp. Girls Vets (30+)	PRINT	PRINT	PRINT	PRINT	3 WHEELERS CIRCLE ONE 0-200 Stock 0-200 Mod 200-250 Stock 200-250 Mod Quads

Vets & Girls Circle 2

CORONA RACEWAY
R.A.C.E. GRAND PRIX ENTRY BLANK

CC's _____ SPONSOR: _____ AGE _____ PHONE (_____) _____

ADDRESS _____
Number Street City State Zip

REQUEST FOR PERMISSION TO ENTER RESTRICTED AREA:

In consideration of my being admitted to areas from which the general public is exluded:

I hereby declare that it is my intent while on these premises to drive at high speeds and to test my driving skills and to check the performance of the vehicle I am driving.

I affirm that I am going to engage in these highly hazardous activities of my own volition.

I hereby affirm that I enter these restricted areas fully aware of the hazards to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party.

I affirm that when I enter these restricted areas, I do so as a voluntary participant in the activities conducted therein. If I am injured, in any manner, or my property is damaged in any manner while I am within the restricted area. I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas.

On behalf of myself, my heirs, executors, or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property.

READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

I HAVE READ THIS ENTRY BLANK YES _____ NO _____ BLOOD TYPE _____

IF UNDER 18 YEARS OF AGE, PARENT MUST SIGN _____
PARENT'S SIGNATURE

RIDER'S SIGNATURE _____ DATE _____

SPEEDWAY & ATV ON ICE

McNichols Coliseum — Denver, Colorado
Friday, March 1st, 8:00 p.m.
$9100.00 Purse
Tickets Available at Select-a-Seat
For rider info contact:
Finish Line Promotion Inc.
(303) 986-3546

Advertising That Works

CRC RACE SCHEDULE
ATV Classes At All Events

Feb. 17 — GRAND PRIX Carlsbad
Feb. 24 — MOTOCROSS DeAnza
Feb. 17 — MOTOCROSS Indian Dunes
Mar. 3 — MOTOCROSS Indian Dunes

(213) 830-7519

SRA Schedule

Feb. 24 — RIVERSIDE G.P.
Mar. 31 — CARLSBAD G.P.

(714) 828-1358

CMC Race With The Best

Ascot Park — Fri. Nights, Starts April 5
Carlsbad Raceway — 1st/2nd/3rd/4th Sun. ea. mo.
De Anza Cycle Park — 1st Sun. ea. mo.
Sunrise Cycle Park — 2nd/4th Sun. ea. mo.

(714) 261-6116

DISTRICT 38 DESERT RACES

February 24 — NORTH COUNTY YAMAHA
Presents the 5th Annual
King of the Desert Race
$1000 First Overall King Class

24 Hour Race Info: (619) 427-5759

CORONA RACEWAY R.A.C.E. Schedule

Fri.	Feb. 15	Motocross
Sat.	Feb. 16	Ody, 3-Whlrs
Fri.	Feb. 22	Motocross
Sat.	Feb. 23	FT, ½ mi, TT
Sun.	Feb. 24	UnLeap Year GP

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- Choose from one of the largest selections around
- We won't be undersold
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6525 SANTA MONICA BLVD. / PHONE (213) 466-7191

PETTY PRODUCTS

Presents

Did You Know?

The height of the European invasion onto the American motocross scene was in the early 1970's with the popular Trans-AMA Series. In 1971, for example, no American finished in the Top Ten standings. So, the following year, when Sweden's Ake Johnson won the series, people were not surprised. But they were surprised in the way he won.

It began on October 8, 1972 at St. Peters, MO. Ake won the third race of the series. He won again in Georgia the next weekend, and made it three in a row in Florida. His fourth came in Houston, TX and number five straight at Carlsbad, CA. Joel Robert held the record of six in a row in 1970 and Ake tied him with another win in Phoenix, AZ. The record was broken the following weekend at Puyallup, WA and added to at Livermore, CA on November 26. The final race of the series was at Saddleback Park, CA on December 3 and Ake won again, making it nine Trans-AMA events in a row.

Considering that second overall Roger DeCoster was the 500cc World Champion and third overall Heikki Mikkola was soon to be 500cc World Champ, it was truly an amazing win streak. Now you know . . .

GET RICH! GET FAMOUS!

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Enter the "I can design a Cycle News ad campaign better than anyone!" contest. Who knows why getting Cycle News every week is more important than anything else? Who knows what influences you to buy things? You do, of course! Turn to the blank page on page 17 , be sure to include our subscription blank, then give it your best shot, using copy, photos, sketches, finished art — anything — and we'll pick the winner(s). For each concept or complete ad we choose, we will pay the creator $100.00 (that's the rich part) for the rights to develop it for use in our publications. You also get a credit line (that's the famous part) every time it's used.

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ENTRIES CLOSE MARCH 1, 1985.

TORCO
The Oil Authority
USA Lubricants (213)944-6361

AFM Road Race Schedule

Feb. 24 — Willow Springs
Mar. 3 — Sears Point
Mar. 24 — Willow Springs

13423 Stanstead
Norwalk, CA 90650 (213) 864-0704

Entry AA, A and B $15 pre, $18 post, C and Sptsmn $12 pre, $15 post. Rivercity Enduro M/C. Info 206/922-8265 or 922-9163.

February 16-18

BAJA EXPEDITION
Leaves from San Felipe, Mexico. Meet in San Felipe Baja, CA. Ride south along the coast to Gonzaga Bay. Intermediate or better riders only. All insurance, accomodations, food, gas, guides and chase trucks provided. Write to Adventure Treks, 26445 Sandy Cr., El Toro, CA 92630 or call 714/859-1207.

February 18

CALIFORNIA MOTOCROSS SCHOOL
Indian Dunes Cycle Park, Valencia, CA. Gary Semics Motocross School. Starts 11 am, goes unitl 3 pm. Bring riding gear, motorcycle and lunch. No school day. Have fun and improve your riding skills. Entry $35. Info 714/832-9433.

February 20

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

February 22

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro, Adm, $15. Info 415/634-3328.

February 23

AFM CALIFORNIA RR PRACTICE
Willow Springs Raceway, Rosamond, CA. Hwy 14 to Rosamond exit then west 5 miles to track. Prac open to all AFM riders. License available at track. License fee $45. Starts 8 am. Entry $50 for day. Info 213/864-0704.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends at 8 pm. $7 admission free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% pb. Gates open 7 am, prac 8, race 9:30. Entry $15 Sptsmn, $20 Pro. No memb. reqd, all cards accept. Info 805/257-4700 or 818/989-5918.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

February 24

AFM CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Hwy 14 to Rosamond exit then west 5 miles to track. Stk Prod, Mod Prod, Suptstrt, GP, Sidecars, Singles, twins classes. Gate 7 am, prac 8:30, race 11:30. Entry $30 first, $15 each additional. $6 watch, under 12 $2. Info 213/864-0704.

CRC CALIFORNIA MOTOCROSS
De Anza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60 to Theodore exit. All classes. Gate 7a m, prac 8:30, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. All classes. 30% trophs Sptsmn, Pro pb. Starting gate, 3/4 mile course. Gates open 6:30 am, prac 8. Double Cross Racing. Info 714/371-6333.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth, TX on I-35. S. from Ft. Worth to Hardgrove Lane, east 2 miles turn right immediately past bridge. All classes. Trophs thru 6th, $800 purse paid per moto and overall with 10 rider minimum. $1000 if 15 riders (No Open Exp). No pit riding or late prac. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Gate $5, under 10 and over 60 free. Entry $10 Sptsmn, $15 Exp. Info 817/295-8908 or 295-1760.

AMRA CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% pb. Gate open 7 am, prac 8, race 9:30. Entry $15 Sptsmn, $20 Pro. No memb. reqd, all cards welcome. Info 805/257-4700 or 818/989-5918.

CALIFORNIA GRAN PRIX
Corona Raceway, Corona, CA. 10th annual and LAST UN-LEAP YEAR GRAN PRIX. All classes. Gates open 6:30 am, first prac 7:50 am, first race 9:30 am. Entry $15 mail, $22 post. Team race $10 mail, $12 post. Info 714-689-1913.

SRA RIVERSIDE GRAN PRIX
Riverside Raceway, Riverside, CA. Off Hwy 60. 20% trophs, finisher pins. All classes. Entry $18 mail, $25 post. Memb. reqd. ($10/year). 251-Open and ATC-Ody prac in AM, race in AM. 0-200cc and Sen-Vets prac in PM race in PM. O/N camping o.k. Gates open 4 pm Sat. Info 714/828-1358.

CALIFORNIA OBSERVED TRIALS
Broadway Exit on US 101 in Santa Maria, CA. 100% cash pb Exp. calss all else 20% trophs. Helmets reqd. Starts 10 am sharp. Land use $4, entry $5, Experts $10. Spillway Park/SLO Pitts. Info 805/735-4854.

WASHINGTON MOTOCROSS
Mabton Dunes, 3 miles west of Mabton, WA on Hwy 22. All classes, 30% trophs, 100% Pro pb. Track is wide and sandy, no rocks, new stating gate, camping o.k. Gate 7 am, prac 9-10, race 10:30. Entry $10, $20 Pro. Squisher Racing. Info 509/837-4438 or 837-3595.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Take Vasco Rd. from 580 north 17 miles to corner of Camino Diablo, turn right. First ranch on right. All classes, 30% trophs, 100% Pro pb. Sand track prepared every race. Gate open 6:30 am, prac 8:30, race 9. Entry $15 plus $5 Pro. $5 watch. Info 415/634-3328 or 634-6596.

CALIFORNIA DESERT RACE
Northeast of Plaster City off Huff Road on the Ancient Dry Lake Bed. King of the Desert race. 5 times around a 30 mile loop. $1000 first overall. $1000 divided between 2-10th place. 70% pb to all King classes. No memb. reqd. $50 mail entry, $65 post. Non-king classes $20 mail, $25 post. Info 619/579-1320.

CALIFORNIA MARATHON
Cycleland Speedway, 14 miles south of Chico on US 99 and Nelson Rd. Sign-ups start 7:45. races start 8:30. Entry $11, team riders $6 each. $4 watch. Info 916/342-0063.

CALIFORNIA CROSS COUNTRY RACE
Prairie City OHV Park, Sacramento, CA. Hwy 50 to Prairie City Rd., south to White rock Rd., west to Park. All classes, 6 to make a class. Exp and Jrs 9 am start, OT and Vets 11, Nov and Wom 1 pm, minis 3 pm. Entry $18, $10 Minis, over 60 free. Info 916/427-3518.

CALIFORNIA HARE SCRAMBLES
Lucerne Valley, Camprock Road, limed from Lucerne, CA. All classes includ ATC. 10% trophs. 2-40 mile loops, new start area, event T-shirts, finisher pins. Pie plates welcome. 10 am start. Entry $14 mail, $15 post. Brush Busters M/C. Info 714/826-2248.

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60 to Theodore exit. All classes. gate 7 am, prac 8:30, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

AMA NATIONAL ENDURO
Whitmore, SC. 100 mile national. Columbia Enduro Riders Asoc. Info 803/791-7588.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes, 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb reqd. Info 714/831-3482.

February 27

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. gates open 5 pm, races 7. Info 415/651-2545.

March 1

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy. E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Dialbo and Vasco Rds., turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. Entry $15, $20 Pros. Info Tom Anderson. 415/634-3328.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Stpsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

MEXICO GRAN PRIX
Entries open today, race will be April 21 with $1000 going to overall winner. For more info call 714/898-4557 or 213/428-4971.

March 2

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% pb. Gate opens 7 am, prac 8, race 9:30. Entry $15 Sptsmn, $20 Pro. No memb. reqd, all cards welcome. Info 805/257-4700 or 818/989-5918.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb. 100% trophs for Pee Wee, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

AMA/D-38 AWARDS BANQUET
Catamaran, 399 Mission Blvd., San Diego, CA. Tickets $18 each. NO TICKETS AT THE DOOR. TICKETS GO ON SALE 2/24. For more info 619/427-5759.

March 1-3

TEXAS WORLD OF WHEELS
Killeen Exhibition Hall, Killen, TX. 3rd annual World of Wheels. Info 512/834-8459.

CORVA CALIFORNIA ORV SHOW
Roadway Inn, 818 Real Road, Bakersfield, CA. Trophs awarded Sat. night. $15 per entry. Must entry by 2/25/85. Info 818/963-6361 or 331-5170.

March 2-3

CALIFORNIA GRAN PRIX
Riverside Raceway, Riverside, CA. All classes includ. ATV. 10% trophs. No play bikes. Gate includes O/N free parking. No practice, 100 mile races. Gate fee $6. Pre entry $27 includes gate. $40 post, $50 if less than 2-hours before race. Pre entry closes 2/16. Viewfinders. Info 213/256-8578.

March 3

TEXAS MOTOCROSS
Oak Hill MX, Alvord, TX. races #1302. Start time 9:30 am. Info 817/265-9596.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Take Vasco Rd. from Hwy 580 north to corner of Camino Diablo and turn right. First ranch on the right. All classes. 30% trophs, Pro pb 100%. Sand track prepared every race. Gate opens 6:30 am, prac 8:30, race 9:00. Entry $15, Pros plus $5. $5 to watch. Info 415/634-3328.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100$ trophs for PeeWees, 50% for Vets, 30% for Sptsmn plus contingencies. Entry $15 Pro, $12 Sptsmn. gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

AMA/D-37 CALIFORNIA ENDURO
Marked from Red Mountain, CA. All D-37 classes. Trophs or gift certificates. Finisher hats. 3 30 mile loops, C's two loops, A & B 3. Drawing 2/11 corner of Valley View and Lincoln in Buena Park. 8 pm, Me N Eds Pizza. 8 am start. Entry $20 head of household, $17 other family members. Chaparrals M/C. Info 714/998-5836.

CALIFORNIA SPEEDWAY
Inland M/C Speedway, National Orange Fairgrounds, San Bernardino, CA. 10 Frwy east off at Orange Show Road. $10,500 total for 3 race series. $3500 at IMS. Rain date March 10. Tickets available at the gate. Adults $8, kids $4. No reserved seating. Gates open 12:30 pm, first race 2 pm. Info 818/446-0969.

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Under the Hwy 70 "E" Street Bridge. Go over levee on Shad Rd., one block west of Honda of Marysville. All classes includ. OT, Vet, Mini, 3-wheel. Prac 7:30 am, race 9:30. Entry $15 Sptsmn, $5 Pro plus $15 to purse. $4 watch. Info 916/695-2727 Charlie Sexton.

OREGON MONEYCROSS
Sunny Valley, fifteen miles north of Grants Pass, OR. All classes includ. 3-wheel and Ody. Purse goes from $200 to $500. Gates open 8 am, prac 9, race 11. Entry $8 pre, $18 post for trophy class, $25 pre, $35 post for money class. Admission $4. Info 503/479-7848 or 479-4533.

CALIFORNIA VINTAGE ROAD RACE
Sears Point Raceway, Sonoma, CA. 0-250, 350, 500 and 650 cc classes. 1965 cut-off with exceptions. This brigns the second year of the CRG races. We need your support. Must hold valid RR license. Gates open 7 am, prac 9:30. Check with AFM for entry fees. Info 415/829-6091.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan takes you to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 min. motos gate opens 7 am, prac 8, race 9. Memb. reqd. Info 714/831-3482.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA I-15 to Hwy 126. All classes. Brass for Sptsmn., cash for Pros. Two long motos. Gate 7 a.m., prac. 8, race 9:30. Entry: $13 Sptsmn., $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 619/ 565-2406 (Les).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/ 443-7627, 327-5254 (Rocky).

March 6

CMC NIGHT MOTOCROSS
Baylands Raceway, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

March 8

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy. E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Dialbo and Vasco Rds., turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. Entry $15, $20 Pros. Info Tom Anderson. 415/634-3328.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. racetrack. Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

CALIFORNIA SPEEDWAY
Imperial, CA. California Mid-Winter Fairgrounds. 120 So. east of San Diego off I-8. 1st and 2nd division $3000 purse. 3rd annual Denny Pyeatt Memorial. Top American riders Kelly Moran and Alan Christian. Pit open 6 pm, stands 6:30. Pre entry only. Info 619/355-1181.

March 9

NIGHT DRAGS
Carlsbad raceway, Carlsbad, CA. racing starts 3 pm. $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% fro Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

DAYTONA CHOPPER SHOW
On the Boardwalk, Daytona Beach, FL. Starts 10 am. Register at The Rat's Hole, 801 Main St. or 2 South Atlantic or 1100 Main St., Daytona Beach, FL. For info write to above address.

March 10

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Bewg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth TX on I-35 S. from Ft. Worth to Hardgrove lane, east 2 miles, turn right immediately past bridge. All classes. Trophs thru 6th, $800 purse paid per moto and overall with 10 rider minimum. $100 if 15 riders (No Open Exp.). No pit riding or late practice. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. gate $5, under 10, over 60 free. Entry $10 Sptsmn, $15 Exp. Info 817/295-8908 or 295-1760.

CRC CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to magnolia, rt on Magnolia to Buchana, rt on Buchana takes you to track. All classes. Brass for Sptsmn, cash for Pros. Two long motos. Gate 7 am, prac 8, race 9:30. Entry $13 Sptsmn, 415 Pro. Memb Reqd. Info 213/830-7519.

WASHINGTON MOTOCROSS
Mabton dunes, 3 miles west of Mabton, WA on Hwy 22. All classes. 30% trophs, 100% Pro pb. Track is wide and sanyd. No ricks. Gate 7 am, prac 9-10, race 10:30. Entry $10, $20 Pro. Info 509/837-4438 or 837-3595.

CRC CALIFORNIA ENDURO
Rand Area, Randsburb, CA. All classes includ Beg. and ATV. 20% trophs and finisher pins. CRC pts. 2 loops. 8 am start. Mail entry $20, post $23. Non CRC memb. add $5. Info 714/689-6114.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd at end of Old Oregon Trail, at Redding Airport. All Sptsmn classes. Seperate 3-wheeler track. Minis and Sptsmn trophies, 100% Pro pb. Open 6:30 am, prac 8, race 9. Entry $11, $16 Pro. $4 gate. 6-12 $1. Food, overnight parking, parts in pits. Info call 916/243-6019.

CALIFORNIA HARE AND HOUND
Red Mountain Area, 395 Hwy two miles north of Searless Station Rd., CA. All classes includ. ATC. Two 45 miles loops. $16 entry. Huntington Beach M/C. Info 714/968-8856 or 621-5682.

CALIFORNIA MOTOCROSS
Laguna Seca Recreation area, Hwy 68, Monterey/Salinas Hwy. Mini to 500cc classes. Open 7 am, prac 8:30, race 9:30. All riders 415 entry, Experts $15 plus gate fee. Monterey Bay Ram's. Info 408/394-8225.

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, race 9. Memb reqd. Info 714/831-3482.

March 13

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

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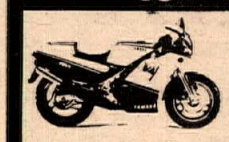

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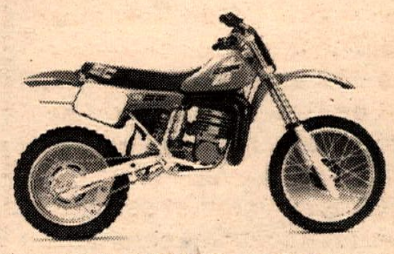

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March 15

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gaees open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

March 15-17

CALIFORNIA WORLD OF WHEELS
Redding, CA. Civic Auditorium. 30th Annual World of Wheels. Info 408/267-7947.

GREAT AMERICAN M/C SHOW
Philadelphia Civic Center, Philadelphia, PA. Info 614/891-2425.

March 17

CRC CALIFORNIA GP
Indian Dunes Cycle Park, Valencia, CA. All classes. Cash to Pros, 20% trophs, finisher pins. Each class race 45 minutes. MX, GP pts. Member not requd. Parade lap 8 am, races 9:30. Mail entry $16, non member $20, post $20, non member $256. Info 213/830-7519.

TEXAS CROSS COUNTRY
Lake Whitney, Whitney, TX. 9:30 am start. Info 817/265-9596.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $20. Info 619/565-2406 (Les).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
Corona raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolias, rt on Msagnilia to Buchanan, Rt on Buchanan takes you to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minutes motos. Gate opens 7am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

CALIFORNIA HARE SCRAMBLES
Prairie City OHV Park, Scaramento, CA. Hwy 50 east to PC OHV off-ramp. Follow sign and arrows. All classes. Trophs, finisher awards. Entry $15 pre, $20 post for M/C, $10 pre, $14 post for 3-wheel. Polka Dots M/C. Info 916/344-7317.

March 20

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALENDAR LISTING

FREE

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: Type:

Location/directions:

Sponsoring club/promoter/sanction:

Classes/trophies/purse

Additional info:

Gate/practice/race times:

Entry fees:

Your name: Phone number for info (with area code):

RESULTS

AMA Dragbike 1984 West Coast Championship Series

TOP FUEL	
Dale Walker	
Nigel Patrick	
Bob Trussell	
FUNNYBIKE	
Richard Hargrove	
PRO DRAG	
Steve Ruggerio	
Greg Steves	
Bill Biggs	
PRO COMP	
Kevin Murphy	
COMP ELIMIN	
Don Earll	
Tom Turner	
Howard Larson	
Ray Richardson	
Tom Peterson	
Walter Lott	
Scott Somers	
MOD ELIMIN	
Dan Quaranto	
Joe Mejia	
STK	
Jim Rich	
Ed Ciccoria	
Jim McGlynn	
ET	
Jim Fox	
PRO STK	
Mark Sauro	

D-37 Desert Final Point Standings 1984 By Ron Paproski

VET EX	
Scott Davis	74
Gary Vanderpool	69
Walt Feyling	27
Scott Sinclair	25
Michael Loer	22
Paul Bierworth	21
Bruce MaCarther	20
Eddie Egyed	17
Greg Hubbs	14
Pete Bierworth	10
Bob Hurst	10
Jerry DeKay	10
David Morgan	9
Don Matheson	7
John Swartz	7
T. Bracamonte	6
Phil Jacobson	6
Tom Barbero	6
Art McDade	5
John Crljenko	5
Scott Wolfersberg	3
Steve Marsh	2
Jack Nabors	2
Al Waters	1
Wes Broby	1
Fred Wheeler	1
VET EX MX	
Dave Ohl	115
Rich Thornwaldson	102
Buzz Pressor	90
Russ Wyant	55
Steve Ferroni	54
Chester Martinmaas	53
Tim Green	45
Tom Jepson	38
Morley Baker	32
Charley Smart	30
Mark Martimaar	29
Norman Bearor	28
Tom Bracamonte	27
Art McDade	26
Randy Wissenback	26
Terry Sage	23
Tom Gardner	22
Jack Coulombe	21
Craig Schulz	18
Bill McClinton	17
Jerry De Kay	16
Bruce Logan	15
Russ Powell	15
Steve Berilacqua	13
John Herold	12
Joe Williams	12
Mike Heiberger	11
Bill Connley	10
Roger Kevley	10
Allen Posey	10
Tom Gardner	9
Gene Higginbotham	8
Harry Bellicitti	7
Rob Nichols	7
J.P. Morgan	7
Bob Dunn	5
Joe Slep	5
Jim Hallahan	5
Jim Thrasher	4
OT EX	
Curt McMahon	65
John Fraser	47
Russ Fay	32
Doug McCaleb	27
Richard Carlson	24
Eric Hodel	22
Wylie Wilson	17
Bill O'Brien	13
Darrell Coutright	12
Don Whitehorn	11
Paul Bostrom	11
Alan Waters	11
Roger Dubree	10
Jesse Goldberg	9
George Neilson	7
Jack Coulombe	7
D. Fielding	6
Peter Wosik	6
Phil Frisbie	5
Fred Mozingo	5
Gary Nauman	5
McClinton	5
Larry Mulock	5
Mike Heiberger	4
Ed Hamond	4
Gil Roberts	3
D. Couurtright	3
Bob Sorensen	3
Tom Muto	2
Cloyse Holland Sr.	2
Dennis Hausman	1
Jeff Smith	0
OT EX MX	
Rich Schilling	159
Jack Coulombe	116
Jim McClinton	88
Bill McClinton	84
Wylie Wilson	83
Stan Stanton	82
Bill Sturdivan	73
Mel Hendrix	66
Jess Gallo	65
Allen Bray	63
Roger Kevley	62
Duane Spence	57
Larry Mulack	49
Bernie Franza	46
Dick Mann	44
JoJo Castro	39
Mike Heiberger	39
Bob Collins	39
Stan Miles	36
Gene Higgenbotham	35
Joe Hathaway	34
Tom Muto	32
Al Picken	32
Bill Jones	27
Ernie Stair	27
Ernie Cabral	26
Al Bauman	20
Dick Milani	18
Marty Tolotti	18
Russ Wyant	10
Dennis Hausman	9
Russ Johnson	9
Jim McCary	9
Charlie Sexton	9
Fred Strunk	9
Rick Lokke	7
Gary Nauman	6
Rich Christian	4
Gene Hrorsky	3

AMA Dragbike 1984 National Championship Series Final Standings

TOP FUEL	
Nigel Patrick	Kaw
Elmer Trett	Kaw
Steve Miles	Kaw
Bob Trussell	Suz
Larry Hayes	Hon
Larry McBride	Suz
FUNNYBIKE	
Bob Hartness	
Jeff Lucarelli	
Ted Hoffmeister	
Mark Miller	
Tom Pazolt	
Mike Lynch	
Ron Lioto	
PRO COMP	
Jim Dodich	Kaw
Keith Hyde	Kaw
Bob Spina	H-D
Mike Bruso	Suz
Steve Miles	Kaw
PRO STK	
Lee Hayes	Suz
Jim Beatty	Kaw
Mike Keyte	Kaw
Larry Ferrante	Kaw
Jack Osborn	Kaw
Marty Hay	Kaw
PRO DRAG	
Kevin Cleary	H-D
Ray LaFayette	H-D
Rickie Mathis	H-D
COMP ELIMIN	
Van Rayburn	Suz
Bob DeBrular	H-D
Paul Richthammer	Suz
Ray Hughes	H-D
Huck Cameron	H-D
Chuck Tammer	Kaw
Ken Mayfield	Kaw
Kevin Wickwire	
Vince Chase	Yam
Dave Huss	Kaw
MOD	
Jim Smith	Kaw
Mike DiLallo	Suz
Junior Pippin	H-D
Vince Chase	Yam
Bruce Dickson	
Guy Glover	H-D
STK	
Van Rayburn	Suz
Bubba Cauthen	H-D
Malcolm Schlafor	Kaw
Art Costie	Kaw
Lloyd Frink	H-D
Jon Binns	Kaw
PRO ET	
KERKER CHALLENGE	
Jim Fox	Suz
Larry Herold	Suz
Bill Walter	Kaw
Art Costie	Kaw
William Woodruff	
Chuck Tanner	Kaw

O.M.R.A. 1984 Enduro Results By Edd Price

A	
George Paton	315
Barrett Brown	290
Chuck Steahly	290
Dan Harte	250
Ron Gustin	195
Steve Simon	168
Larry Norduft	154
Robert McBeth	140
A OT	
Dewain Beard	195
Chuck Hodson	170
Don Cramlet	160
Perry Rider	140
Pete Johnson	110
B	
Paul Wallace	350
Daren Burt	275
Bill Bennett	160
Jamey Adams	90
Rick Hill	85
B OT	
Fred Engleking	245
Barry Ballew	195
Cliff Bentson	175
Bruce Brown	140
Bert Bassett	100
PP	
Joene Lingle	340
Sunshine Welty	190
Susan Schuster	75
4-STROKE	
Jim Redden	145
Dale Demaris	140
Glen Baxter	115
125 EX	
Willis Taylor	350
Steve Branstetter	295
Dave Riant	175
200 EX	
Charles Steahly	390
Joe Lieuallen	140
Wes Anderson	90
Wayne Krug	90
250 EX	
David Morton	360
Dan Harte	345
JD Amen	250
OPEN EX	
Brad Turnidge	412
Barrett Brown	410
Ken Maahs	395
CLASS 30 EX	
Richard Welch	395
Rick McUne	361
Gary Gump	

(Continued next week)

HosPITal STOP

Mike Larson, 18, sustained head injuries during second 500cc Pro moto at Round 4 of CMC Golden State Nationals at Marysville, CA, at the E Street race track, Sunday, January 27. Larson clipped the top of a double jump and was thrown off his bike, landing on his head. Diagnosis at a local hospital revealed a blot clot, bruising and moderate swelling of the brain. No hospital time was spent, but Mike is currently recuperating at home, taking medication, and is being carefully monitored for his condition. Recovery is expected to take up to two months. Cards and letters can be sent to Mike's home at 4194 Division Ave., W. Bremerton, WA 98312.

Trophy Pickup

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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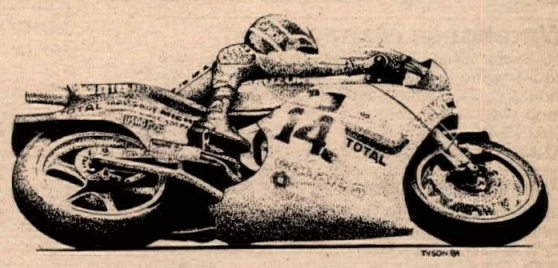

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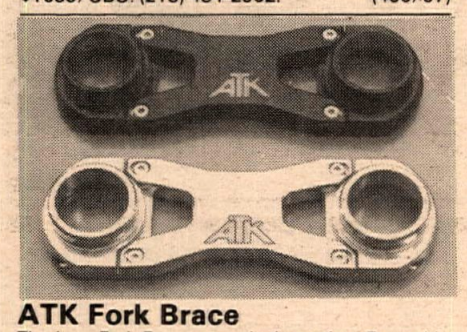

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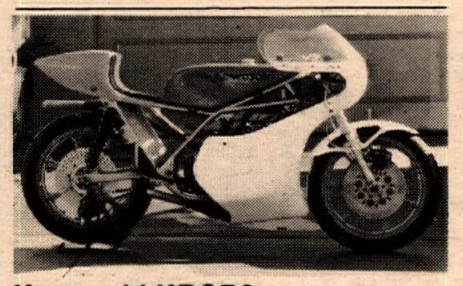

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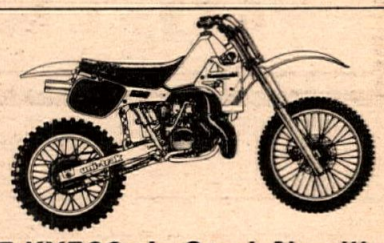

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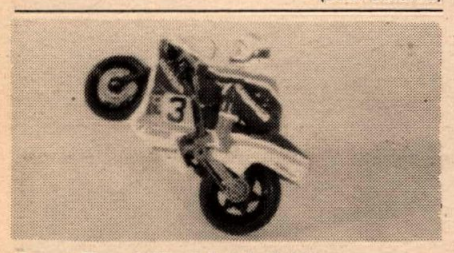

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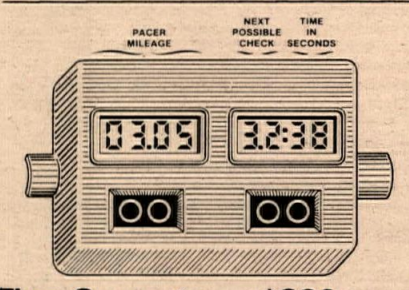

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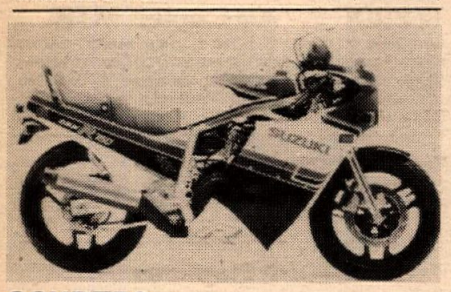

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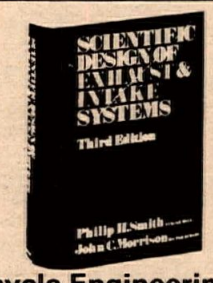

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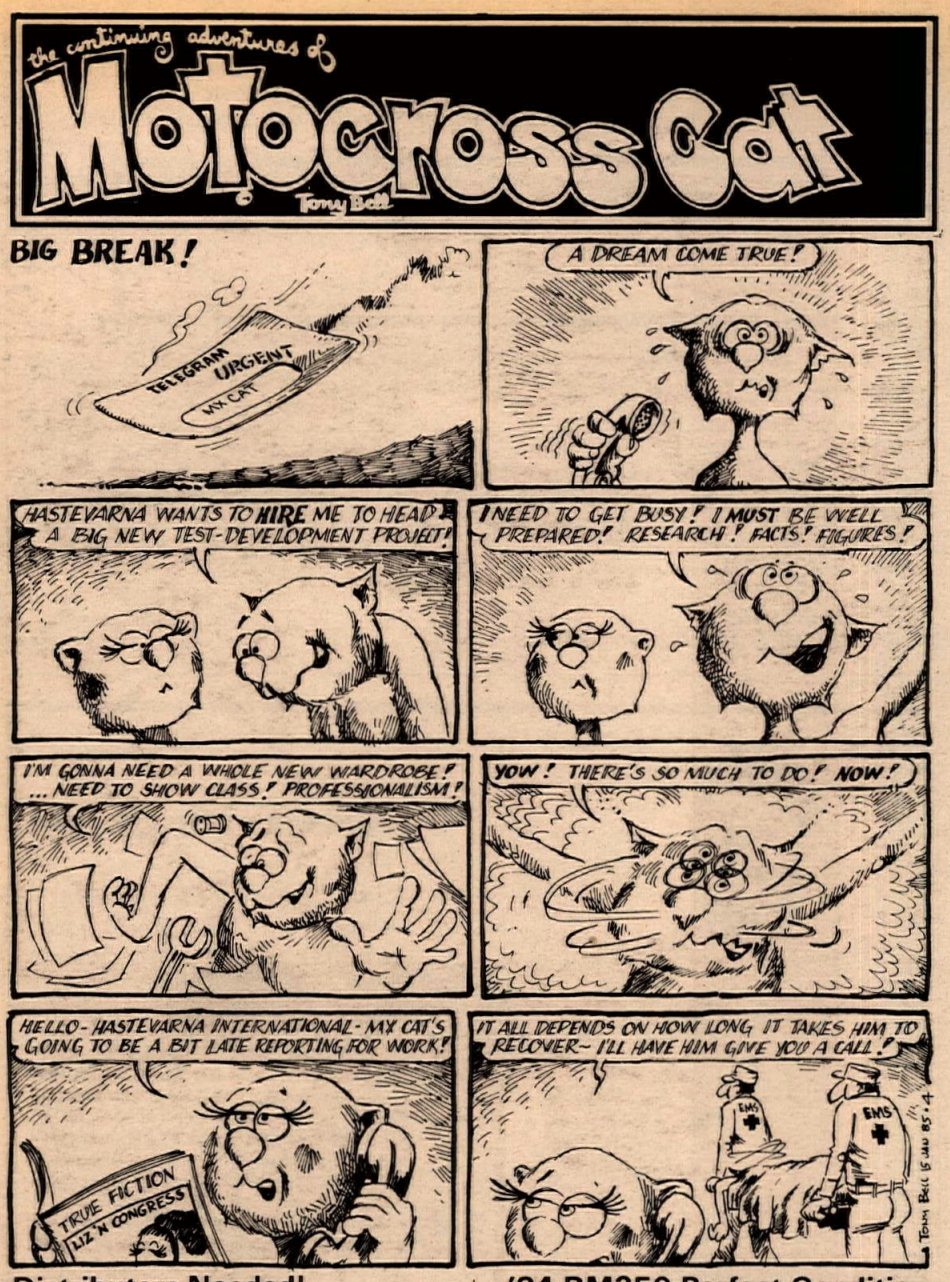

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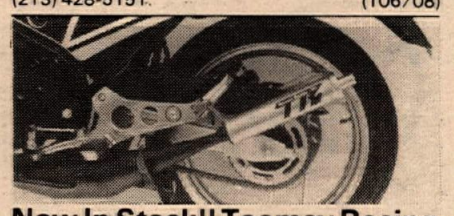

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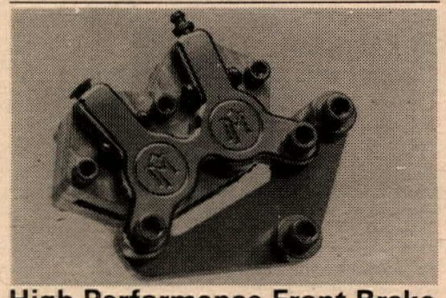

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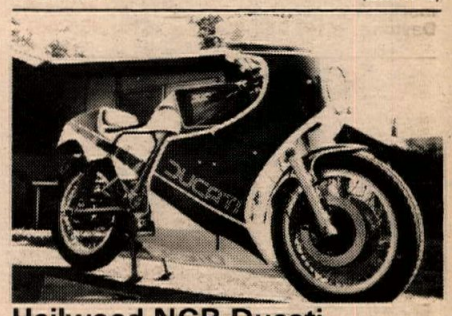

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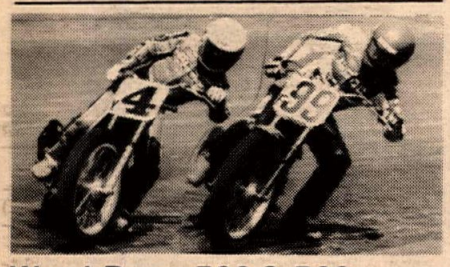

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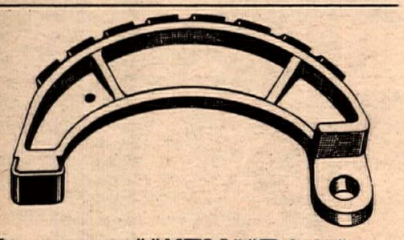

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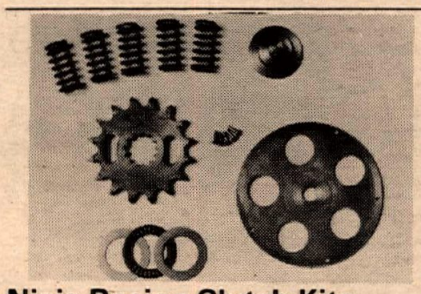

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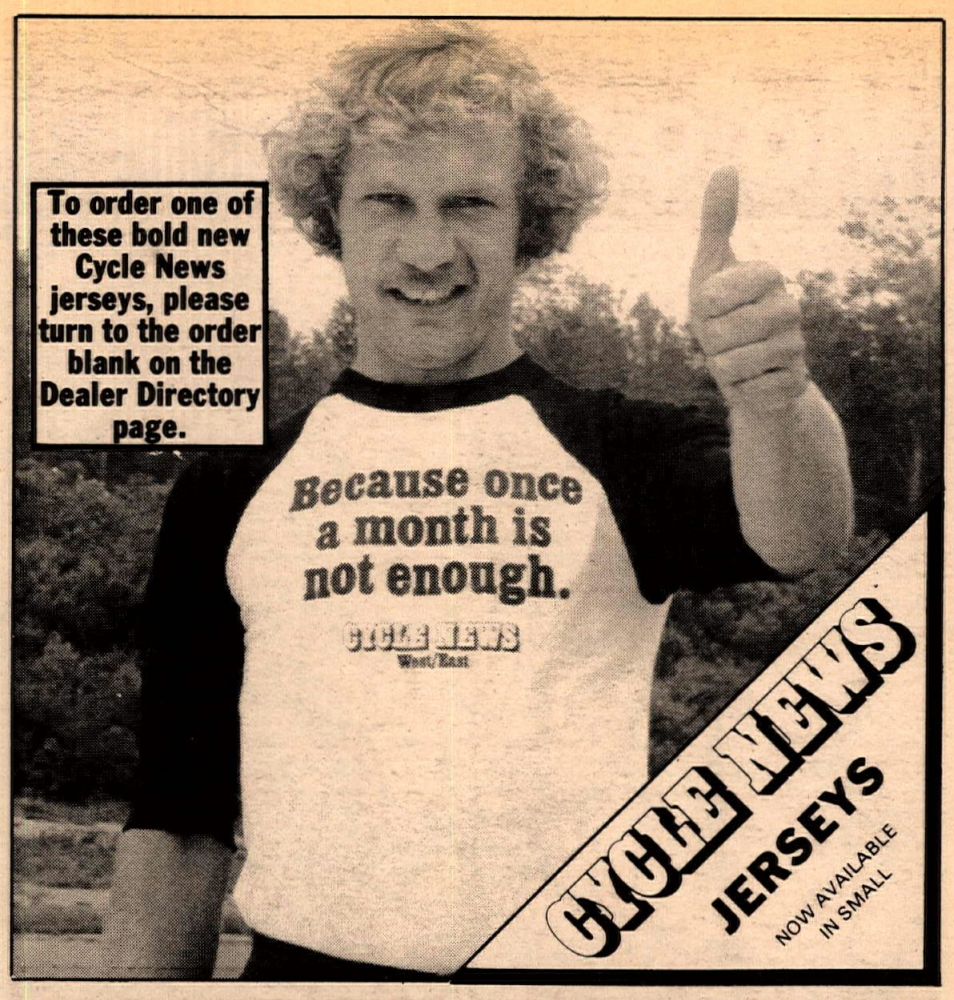

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